






c/c 96000414
(cont.)

X Collection

INDEX

Page: 1

Barcode Number	Box Number	Total of Volumes	Call Number
LIBRARY OF CONGRESS  0 020 534 945 5	336A	132	E182.U5 (1952-1953) no. 1-132
LIBRARY OF CONGRESS  0 020 534 946 7	336B	67	E182.U5 (1953-1954) no. 133-199
LIBRARY OF CONGRESS  0 020 534 947 9	337	121	E182.U5 (1955-1959) no. 1-121
LIBRARY OF CONGRESS  0 020 534 948 0	338A	98	E182.L53-E182.U5 no. 98
LIBRARY OF CONGRESS  0 020 534 949 2	338B	39	E182.U5 (1962) no. 99-137

MAJOR GENERAL
JOHN ARCHER LEJUNDE
COMMANDANT
UNITED STATES MARINE CORPS



March First
1929



HISTORY OF USS OSPREY (AMS 28) ex-YMS 422

USS OSPREY was built by the Astoria Marine Construction Company at Astoria, Oregon. Her keel was laid on 9 October 1943 and she was launched on 1 June 1944 as YMS 422. Mrs. C. S. Harper, Jr., wife of Lieutenant C. S. Harper, Jr., USNR, who was formerly Assistant Supervisor of Shipbuilding at the Astoria Marine Construction Company, served as the ship's sponsor.

USS OSPREY was named following the Navy's policy of naming minesweepers for birds. The Osprey is a large hawk-like bird with dark brown back and a white breast. He is found in most countries of the world and his chief diet is fish which he catches by hovering over the water and diving.

The first vessel so named was AM 29, built by the Gas Engine and Power Company, Morris Heights, New York. She was launched on 14 November 1918 with Mrs. J. J. Amory, wife of the president of the Company, serving as sponsor. AM 29 was commissioned on 7 January 1919. She served on active duty with the Fleet until 7 April 1922 at which time she was transferred to the Coast and Geodetic Survey.

The second vessel of the name was AM 56, built by the Navy Yard, Norfolk, Virginia. She was launched on 24 August 1940 with Miss Margaret Kays, daughter of the Captain of the Yard, serving as sponsor. AM 56 was commissioned on 13 April 1941.

USS OSPREY (AM 56) performed escort duty in the Caribbean and South Atlantic, and engaged in anti-submarine patrol in 1942. While covering the landings, her guns helped in driving off enemy planes attacking the landing force. After the landings OSPREY was engaged in anti-submarine patrol off Casablanca.

In June 1944 USS OSPREY was engaged in minesweeping during the invasion of Normandy when she struck a mine and was sunk. Lieutenant Charles H. Swimm, USNR, was commanding officer at the time and survived the sinking.

USS OSPREY (AM 56) earned 2 Battle Stars on the European-Middle Eastern Area Service Medal for participating in the following operations:

1 Star/North African Occupation

Algeria-Morocco Landings -- 8 to 11 November 1942

1 Star/Invasion of Normandy (including bombardment of Cherbourg)
6 to 25 June 1944.

Office of Naval Records and History
Ships' Histories Section
Navy Department



#3
11
10
X-E182
U5

HISTORY OF USS ATLAS (ARL 7)

USS ATLAS (ARL 7), landing craft repair vessel, spent two years of duty in both Atlantic and Pacific theaters, serving as guardian and tender to landing craft forces.

Converted from the LST 231, USS ATLAS was recommissioned as a landing craft repair ship on 8 February 1944. After shakedown operations were completed, the vessel was fully outfitted with machine shops, spare parts, and miscellaneous equipment, preparatory to her overseas journey.

Traveling via the north Atlantic route, the ship got underway for England in March, arriving there on 1 April. Lieutenant Buell A. Nesbitt, USNR, commanded the vessel on her first overseas voyage.

The crew of ATLAS, sensing that something was in the wind, was convinced when the ship was sent to Plymouth, England, at the end of May. At 9:30 p.m., 7 June 1944, the repair ship left in convoy for the newly-won beachhead in France. Airplane and "E" boat attacks were directed at the convoy enroute but ATLAS steamed into the invasion area, dropped anchor, and began work on the numerous damaged small craft that awaited her.

Most of her jobs consisted of repairing damaged screws, patching holes, and replacing generators. Her 264 men worked from 8 a.m. to 10 p.m., daily, utilizing material available on board to maintain a steady stream of landing craft fit for operation. Her divers were also kept busy, salvaging valuable guns and other gear from sunken ships.

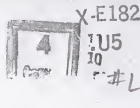
AM attacks came with routine frequency and often the ship's crew dropped their hammers and torches to fire at enemy raiders. Even shore battery fire reached her anchorage but it did not stop her work.

During the entire month of July, 1944, ATLAS lay moored in the eastern end of the artificial harbor off St. Martin de Varreville, France continuing her general repair work.

The repair vessel kept up her small craft service until the end of the European war was in sight. On 16 April 1945, she left Plymouth, England, homeward bound. After two months in Norfolk, Virginia, ATLAS departed for the Pacific.

She arrived in the Pacific zone after the war ended; however, she remained to perform valuable work at Guam and Eniwetok. Her awaited homeward voyage came in May 1946. Upon her return, she was placed in an inactive status with the Pacific Reserve Fleet on the West Coast.

Office of Naval Records and History
Ships' Histories Section
Navy Department



HISTORY OF USS KING (DD 242)

The USS KING (DD 242), a flush-deck destroyer of the 1917-1918 class, was built in the yards of the New York Ship Building Corporation, Camden, New Jersey, her keel being laid 28 April 1919. The destroyer was launched on October 14, 1920, with Mrs. Allene A. King as sponsor and was named in memory of Commander Frank R. King, USN.

Commander Frank R. King, USN, was born at Montevallo, Alabama, 15 October 1884, and was appointed midshipman to the Naval Academy in 1903. He received his commission as Ensign 12 February 1909, and attained the rank of Commander on 21 September 1918. Commander King was given command of the trawler RICHARD BUCKLEY, 7 July 1919, and was lost at sea on July 12th of the same year when his vessel struck a mine which exploded near the stern of the ship. Though the vessel sank in seven minutes, Commander King exerted himself to see that all of his crew were saved and remained on the bridge until the last, going down with the ship.

USS KING was commissioned 16 December 1920, with Lieutenant Commander Roy C. Smith, Jr., USN, assuming the duty as the first commanding officer.

Through the earlier part of her career, the USS KING participated in the usual routine common to destroyers in the peacetime Navy -- operational maneuvers, gunnery exercises, cruises and mock battles in Atlantic and Caribbean waters. Various duty assignments finally took her to the West Coast of the United States, and the treacherous attack of the Japanese on Pearl Harbor found her in those waters. From December 1941 until 28 May 1942, the KING operated in that area and upon the latter date she sailed for Dutch Harbor, Alaska, as a component of Task Force 8 escorting the troop transport, PRESIDENT FILLMORE.

The KING arrived at Dutch Harbor, Alaska, on June 3rd, just in time for a Japanese air attack. This attack did little damage to ships of the task group but it gave the major portion of the KING's crew their first taste of actual "battlestations." Of this operation the commanding officer of the KING, Lieutenant Commander K.M. Gentry said: "...The conduct of all officers and men during this, their first bombing attack, was exemplary and in full accord with the highest traditions of our service."

Through the remainder of June and during July and early August, the ship participated in anti-submarine and screening patrols in the Aleutian area; in the vicinities of Makushin Bay, Kodiak; and Nome, Alaska. In early August 1942, she was attached to Task Group 8.6 during the bombardment of Kiska.

The KING operated in the enemy occupied Aleutians Islands area, combatting fog and adverse weather conditions in the waters off

HISTORY OF USS TERRY (DD 513)

A veteran of seven World War II operations, USS TERRY demonstrated clearly the versatility and might of the U. S. Navy and her fast, hard-hitting destroyers

TERRY was built by the Bath Iron Works, Bath, Maine, where her keel was laid on 8 June 1942. She was launched on 22 November 1942, and christened by Mrs. Charles Nagel, grandniece of Commander Edward Terry, for whom the ship was named. She was commissioned on 26 January 1943.

Commander Edward Terry, USN, for whom the ship was named, was born at Hartford, Connecticut on 24 January 1839. Appointed a midshipman in 1853, he was later attached to the RICHMOND in her engagement with the Confederate ram MANASSAS and steamers in the Mississippi River, and at Fort McRea, in 1861. He was at the bombardments and passage of Forts Jackson and St. Philip in 1862, and at the capture of New Orleans. He also was in the engagements at Vicksburg, Fort Hudson, 1863 and the battle of Mobile Bay, 1864.

TERRY is the second ship to bear the name. The first USS TERRY was scrapped on 28 June 1934 in accordance with the London Treaty for the limitation and reduction of naval armament.

On the date of her commissioning, Commander G. R. Phelan, USN, reported aboard as the first commanding officer of DD 513. The ship remained in the Boston Navy Yard for inspection and drills until mid-February.

On 22 February 1943, TERRY got underway for Guantanamo Bay, Cuba in company with USS SIGSBEE for her shakedown cruise. Upon arrival and during the days following she conducted extensive gunnery drills as part of Destroyer Division 90.

TERRY got underway on 4 March 1943 with USS SIGSBEE, GUEST and other ships of Destroyer Squadron 90 for a destroyer search. The search was conducted for two days but the results were negative. On 12 March 1943, TERRY got underway for Boston, Massachusetts where she moored for minor repairs and inspection.

On 2 April she steamed from Boston to Norfolk, Virginia, conducting special exercises at sea. Upon arrival at Norfolk she spent several days operating out of this port, undergoing special maneuvers, battle plans and extensive gunnery exercises. On 4 April she sailed for Argentia, Newfoundland, acting as destroyer screen for a convoy. Upon arrival on 8 April 1943, she operated as a unit of the U. S. Atlantic Fleet and the British Navy. On 9 April she was detached and sailed for Portland, Maine. She arrived on 11 April and began refueling and transferring of men to various commands.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS LST 742

Though commissioned late in World War II, USS LST 742 still saw action. She entered the island-hopping war of the Pacific in 1944, just in time to get in on the Philippine campaign as well as the Borneo operation.

Built by the Dravo Shipyard, Pittsburgh, Pennsylvania, USS LST 742's keel was laid on 12 March 1944. She was launched on 22 April 1944 after which she was partially commissioned and assigned a ferry crew for the purpose of taking the ship down the Ohio and Mississippi rivers to New Orleans. There she was placed in full commission on 27 May 1944, with Lieutenant Warren W. Holmes, USNR, as the first commanding officer.

Outfitting and shakedown cruise followed at Panama City, Florida from 3 to 16 June. On the latter date LST 742 sailed for Gulfport, Mississippi but had a change of orders enroute and put into New Orleans on 21 June. After further outfitting and loading she continued her shakedown cruise which included beaching, naval convoy maneuvers, gunnery practice, precision anchoring, and towing operations.

On 4 July 1944, after loading Detachment B, Group I, United States Marine Corps, USS LST 742 joined a convoy enroute to the Panama Canal via Guantanamo Bay, Cuba. She arrived at Coco Solo Naval Base on 17 July and discharged her passengers. She departed for Brisbane, Australia on 19 July in company with USS LST 910. While enroute LST 742 received a change in orders directing her to Manus Island. She arrived on 29 August 1944 and underwent a brief training period.

After completing the training period she sailed for Hollandia, New Guinea where she was assigned to training duty at Aitape, New Guinea. On 15 September 1944, LST loaded the First Cavalry and elements of the 41st Division, U.S. Army for amphibious operations against the enemy. However, several rehearsals landings were made under actual combat conditions prior to sailing.

After holding rehearsal landings, LST 742 sailed for Cape Gloucester, New Britain where the 40th Division, U.S. Army was staging amphibious training for the Leyte operation. She arrived there on 7 October and participated in training exercises until November. LST 742's training consisted mostly in voyages to Oro Bay, New Guinea, Talasea and Arawe, New Britain for the purpose of gathering the various units of the 40th Division and transporting them to the staging area at Cape Gloucester. On these voyages she operated both singly and in convoy with LCI's.



HISTORY OF USS LST 601

Built in Seneca, Illinois, at the Chicago Bridge and Iron Works, USS LST 601 was completed in March, 1944. She sailed down the Mississippi to New Orleans where she was commissioned on 25 March 1944.

In April Lieutenant Commander Perrin took over command of the ship, which then proceeded to Norfolk, Virginia, to pick up supplies and join a convoy headed for the Mediterranean. She landed in Bizerte on 1 June 1944, and proceeded to Salerno to practice for the invasion of Southern France.

LST 601, now under the command of Lieutenant J. W. Hotchkiss, participated in the Southern France landings without meeting opposition. Her mission included the delivery of six Apex boats with demolition personnel and the landing of elements of the Third U. S. Infantry. Both missions were accomplished according to schedule. On the return voyage, LST 601 took aboard 317 prisoners of war.

Becoming a part of the logistics train, LST 601 brought supplies into France. She visited Marseilles and Toulon during this duty.

During the Greek revolution in November and December of 1944. LST 601 carried British personnel and equipment into Athens. She was the first American ship to enter Trieste, Italy, during the Trieste incident in the spring of 1945. While there, the landing ship was visited by Generals Mark Clark, Omar Bradley, and Lucien Truscott. Accompanying them were the British representatives, Field Marshall Alexander and Admiral Cunningham.

LST 601 departed from Casablanca on 3 July 1945 for the United States, arriving at Davisville, Rhode Island, on 18 July. She then went to Port Arthur, Texas for repairs, where Lieutenant F. R. Eiseman assumed command on 5 August 1945.

LST 601 took part in the Nacy Day ceremonies held at Baton Rouge, Louisiana in 1945, when some 15,000 citizens visited her. Still on active duty, she is now assigned to the U. S. Atlantic Fleet.

LST 601 earned one battle star for the Invasion of Southern France from 15 August to 25 September 1944.

She also received the Navy Occupation Service Medal for duty in the European theater, 20 January to 15 May 1949.

* * * * *

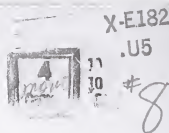
STATISTICS

OVERALL LENGTH	328 feet	BEAM	50 feet
DISPLACEMENT	4,080 tons	SPEED	11 knots

* * * * *

Compiled: September 1952

Office of Naval Records and History
Ship's Histories Section
Navy Department



HISTORY OF USS PHILIPPINE SEA (CV 47)

USS PHILIPPINE SEA, 27,000-ton ESSEX Class aircraft carrier, first vessel so named, was named in accordance with the Navy's policy of naming aircraft carriers for names of famous ships formerly on the Navy list and important battles of present or past wars. CV-47 was named in honor of the Battle of the Philippine Sea of 18-19 June 1944.

Mrs. Albert B. Chandler, wife of the Honorable Albert B. Chandler, United States Senator from the state of Kentucky, of Versailles, Kentucky, served as sponsor when the vessel was launched at the Bethlehem Steel Company, Quincy, Massachusetts, on 5 September 1945.

USS PHILIPPINE SEA became an official unit of the U. S. Navy when she was put into commission eight months later on 11 May 1946. Captain D. S. Cornwell, USN, read his orders and became the new carrier's first Commanding Officer.

In June the ship went to Quonset Point, Rhode Island, for initial training of the crew. By September 1946, she began her shakedown cruise in the Caribbean area with Air Group TWENTY embarked.

Upon returning from shakedown exercises, PHILIPPINE SEA was ordered back to Boston to prepare for the Navy's Antarctic Expedition, Operation Highjump. On 29 January 1947, in the Antarctic region of the South Pacific, Rear Admiral Richard E. Byrd and his party were flown from the ship to begin their polar explorations from Little America.

During the remainder of 1947, PHILIPPINE SEA operated in the Atlantic and Caribbean. On 7 July 1947, Captain George VanDeurs relieved Captain Cornwell as commanding officer.

In the winter of 1948, the ship was deployed to the Mediterranean to join Vice Admiral Forrest Sherman's SIXTH Fleet. With Air Group NINE on board and flying the flag of Commander Carrier Division FOUR, Rear Admiral Ralph Jennings, PHILIPPINE SEA showed the American ensign in France, Greece, Tunisia and Sicily, to name but a few of the countries visited. In June 1948, the huge carrier returned to the United States.

Upon her return, Captain John L. Pratt, USN, relieved Captain VanDeurs as commanding officer.

During the summer, PHILIPPINE SEA was engaged in developing doctrine for carrier control approach landings, the sea going equivalent of GOA. November found her exploring the lower rim of the Arctic Circle in a cold weather operation designed to test planes, ships, and equipment.

Office of Naval Records and History
Ships' Histories Section
Navy Department



X-E182
.U5
10
#9

HISTORY OF USS KANKAKEE (AO 39)

Designed for merchant service with Socony-Vacuum Oil Company, S.S. COLINA was built in 1942 by the Bethlehem Steel Company at Sparrow's Point, Maryland. In March 1942, upon completion of preliminary trials, she moved to Bethlehem's docks in Baltimore, Maryland, where conversion for U.S. Naval Service was begun. In May she moved down the coast to Norfolk Navy Yard, for more conversion work, where--on 4 May 1942--she was commissioned USS KANKAKEE (AO 39), with Commander W. H. Mayes, USN, aboard as first commanding officer. The new oiler was named in honor of Kankakee River which runs through Illinois and Indiana.

By 1 June the ship stood out for Baton Rouge, Louisiana, and upon arrival took on her first load of oil. On the 8th she got underway for the Canal Zone where she discharged her cargo and reported to the Pacific Fleet for duty. She was assigned to Commander Service Force, Pacific Fleet and on 19 June cleared Balboa, Canal Zone, for San Pedro. Here, she joined with Service Squadron Eight for administration and proceeded to Mare Island Navy Yard for further conversion.

Fueling ships at sea in the forward area was to be her duty and by late summer she was completely outfitted and cleared the West Coast on 27 August. After plying her course across the vast Pacific on a 22 day run, she arrived at Noumea, New Caledonia on 18 September and reported for duty with the South Pacific forces. On 8 October, KANKAKEE stood into Espiritu Santos Island, New Hebrides, and was made available for fueling fleet units.

In late October KANKAKEE made a quick run to Pearl Harbor to load and in early November she cleared Pearl Harbor in convoy to arrive at Nandi in the Fiji Islands on 22 November. The oiler remained on station in the Fiji's receiving oil from convoy units and then fueling the combatant ships from there. On one occasion she ventured out to fuel a task group at sea, thus meeting their fuel needs without them having to lose time returning to base. After this fueling sortie KANKAKEE put in at Noumea, New Caledonia before clearing the southwest area for the West Coast on 17 April 1943.

On 3 May the ship out in at San Pedro, California, and was given a yard availability period. By 19 June the overhaul was completed and KANKAKEE stood out to arrive at Noumea on 8 July 1943. Eight days later the ship moved to Efate Island, and returned to Noumea on the 25th to fuel Britain's aircraft carrier VICTORIOUS and other ships. On 4 August KANKAKEE returned to Efate Island and tied up to begin another period of "on station" fueling. From 5 August to 23 October she remained at Efate Island, making a three day fueling sortie to oil a task group.

Office of Naval Records and History
Ships' Histories Section
Navy Department



X-E182

11 .U5

10

#

10

HISTORY OF USS MC FARLAND (DD 237)

The day Admiral David Farragut said, "Damn the torpedoes! Full speed ahead!" and took his steam sloop HARTFORD through the narrows between Forts Gaines and Morgan into Mobile Bay, a young man named John McFarland was at the wheel. Lurking beyond the narrows, the big, new Confederate iron-clad TENNESSEE was defeated by being rammed by each of Farragut's ships in turn. Admiral Farragut did not forget the man who had guided his flagship through the storm of shot and shell. Quartermaster McFarland was given a recommendation for the intestinal fortitude he had displayed that day, when, protected by nothing more than a canvas dodger and his own good luck, he had remained at the wheel of the flagship.

The U. S. Navy also remembered John McFarland, for, when destroyer 237 was built, it was he whose name the sleek new four-stacker bore. Built by the New York Ship Building Corporation at Camden, New Jersey, USS MC FARLAND was launched on 30 March 1920. Miss Louisa Hughes, daughter of the Commandant of the Philadelphia Navy Yard served as sponsor.

USS MC FARLAND was one of the 156 destroyers of the 1,190 ton class of 1917-18. Most of these destroyers were still on the building ways when the Armistice of 1918 brought World War I to a close.

Commissioned on 30 September 1920, MC FARLAND joined the Pacific Fleet and went into the Philippines and the China Station where she remained for the next five years. Returning to the U. S. A. in the summer of 1925, she was one of 30 destroyers of both the Atlantic and Pacific Fleets assembled at New York in July that year to receive thousands of interested visitors. The destroyers of MC FARLAND's type remained the last word in destroyer construction until the 1930's.

By the time World War II broke out, destroyer design had been radically changed and the old four-piper flushdeckers, the ones that remained, were rapidly being converted into minesweepers, fast transports or other auxiliary craft. Fourteen of them were made over in 1939-1940 into seaplane tenders. Among them was USS MC FARLAND.

Her masts were cut down, her stacks shortened, her twelve, triple-banked torpedo tubes were removed and even a few of her 4-inch guns taken off, to make room for the gas tanks, the big crane, the repair shop, and the other paraphernalia necessary to make her what she was destined to be; a mobile, floating seaplane base, able to service and maintain the patrol bombers on their long-range fighting and scouting missions.

HISTORY OF USS TRIPPE (DD 403)

The destroyer USS TRIPPE, third ship of the U. S. Navy to bear the name, was built by the Boston Naval Shipyard, Boston, Massachusetts, where her keel was laid on 15 April 1937. The ship was launched on 14 May 1938, with Miss Betty Trippe, first cousin of the man for whom the destroyer was named, serving as sponsor. At commissioning ceremonies on 1 November 1939, Lieutenant Commander Robert L. Campbell, USN, assumed command of the ship.

The first USS TRIPPE served in the war of 1812. The second USS TRIPPE (DD 33), stricken from the Naval register on 22 August 1934.

John Trippe, for whom the ship was named, entered the Navy as a Midshipman on 5 April 1799. He was promoted to Sailing Master on 6 May 1803 and sailed in the Brig VIXEN to join the squadron of Commodore Preble off Tripoli. In August 1804, he was appointed Acting Lieutenant and placed in command of gunboat No. 6. In the attack on the Tripolitan Fleet, he, with one midshipman and nine men, boarded one of the largest enemy's vessels with the odds of thirty-six to eleven. He continued to distinguish himself during the Tripolitan War and received a vote of thanks and a sword from Congress. He was promoted to Lieutenant on 9 January 1807, and in 1809 was Lieutenant Commander in command of the Schooner ENTERPRISE. He died on the VIXEN off Havana, Cuba, on 9 July 1810.

Immediately following her commissioning, USS TRIPPE was assigned to duty on the neutrality patrol ranging from the Caribbean to Newfoundland. Her patrol duty was interrupted by escorting USS TUSCALOOSA, carrying President Roosevelt on his inspection tour of Caribbean defenses in December 1940.

At the outbreak of the war, TRIPPE was assigned convoy duties and spent the next year and a half fighting the U-boat menace in the Atlantic.

On 26 February 1942, while in convoy conducting battle practice in the late evening, TRIPPE collided with USS CHARLES. F. HUGHES. The collision was primarily due to an error of one letter in a tactical signal, either as received by or transmitted to TRIPPE. Signalling conditions were difficult at the time it was necessary to transmit orders for maneuvers to be executed on time throughout the night without recourse to further display of lights. Greater damage was prevented by the prompt action on the part of both ships. Necessary repairs to TRIPPE were made alongside USS VULCAN without any interference to scheduled operations.

The following months were spent escorting convoys in the Atlantic and Mediterranean. The routine of escorting convoys was broken by an occasional submarine contact, sinking of floating mines and patrol duty off the coast of Sicily.

Office of Naval Records and History
Ships' Histories Section
Navy Department

X-E182
4
10U5
#12

HISTORY OF USS OTTERSTETTER (DER 244)

On 9 November 1942, the Brown Shipbuilding Company, Houston, Texas laid the keel for the destroyer escort OTTERSTETTER, then DE-244. Launched on 19 January 1943, the ship was christened by Mrs. Miles P. Refo, Jr., wife of Captain Refo, personnel officer of the EIGHTH Naval District.

Following the Navy's tradition of naming destroyer escorts for Naval and Marine Corps heroes, USS OTTERSTETTER was named in honor of Seaman Second Class Carl William Otterstetter, who was killed during the Japanese attack on Pearl Harbor on 7 December 1941. For Seaman Otterstetter's courageous sacrifice, the Commander in Chief of the Pacific Fleet commended him in the following citation:

"For prompt and efficient action and utter disregard for personal danger in the effort to repel the attack on the Naval Air Station, Kaneohe Bay, Oahu, Territory of Hawaii, by Japanese forces on 7 December 1941, which was made in conjunction with the attack on the fleet in Pearl Harbor on that date."

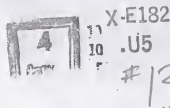
On 6 August 1943, Lieutenant Commander W. B. Porter, USN, read his orders as Commanding Officer and set the first watch, thereby placing USS OTTERSTETTER in commission. She sailed on her shakedown cruise, touching port briefly at New Orleans, Bermuda, B.W.I., Norfolk, New York, and Casco Bay, Maine. On 14 November 1943, DE 244 joined a convoy and steamed as escort from Norfolk enroute to Casablanca, French Morocco. She arrived there on 2 December 1943. OTTERSTETTER commenced the return voyage in time to arrive at New York on Christmas Day, 1943.

Lieutenant Commander Porter was relieved as Commanding Officer by Lieutenant Commander L. E. Whitmore, USNR, in December 1943.

Another convoy-escort voyage to Casablanca was made in February 1944. After returning to New York on 22 February, DE-244 operated along the Atlantic Coast, holding training exercises until 24 May. Commencing on 24 May, three voyages were made to Argentina, Newfoundland, escorting convoys enroute to the United Kingdom. After each voyage an availability was granted for voyage repairs after which a short training cruise was held prior to the next voyage. OTTERSTETTER's worst enemy during these voyages was the rough North Atlantic weather.

Arriving in New York after her third voyage to Argentina on 3 March 1945, DE 244 entered the Brooklyn Navy Yard for an overhaul. On 16 July 1945, she sailed for Guantanamo Bay, Cuba where a month's refresher training was held prior to sailing for the Panama Canal, where she arrived on 17 July. She transitted the canal on the 18th and sailed for San Diego, California, on the 19th.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS TRENTON (CL 11)

One of the four stack, Omaha-class cruisers, USS TRENTON (CL 11) was named in honor of the city of Trenton, New Jersey. She was built by William Cramp and Sons at Philadelphia, Pennsylvania, where her keel was laid on 18 August 1920. The ship was launched on 16 April 1923 with Miss Katherine E. Donnelly, daughter of the Mayor of Trenton acting as sponsor.

USS TRENTON was commissioned on 19 April 1924. With a speed of 35 knots, she was designed especially for fast scouting missions with the fleet. Upon completion of her trial runs, her first duty was to proceed to Persia to transport to America the remains of Major Robert Imbrie, late American Consul at Teheran, Persia.

On 20 October 1924, a fire and explosion occurred in the light cruiser's twin turret. TRENTON had been having drills on Southern Drill Grounds and the atmosphere having cleared, it was decided to fire certain trial shots in order to test the guns. The mount was trained abeam in which position the only entrance door being in the rear, projected from the opposite side of the ship. The shells were in the mount and an order was given to send up the powder. The powder for the right gun had come up immediately but there was some delay in the left powder hoist starting. After a question of seconds the left hoist came up with the powder on fire. The gun captain started toward the burning powder with the evident intention of placing it in the immersion tank, when there was suddenly a flash which set off both charges of powder in the mount and killing or injuring all therein.

Smoke was seen issuing from the mount from the bridge and prompt measures taken for relief. It was, however, found to be impossible to enter the mount, trained in its present position. The Engineering Officer, on his own initiative, went into the upper powder handling room, climbed through the hoist, and entered the mount where the fire was still burning. He took a hose through the port and put out the fire.

TRENTON operated in both the Atlantic and Pacific Oceans from 1925 to 1928, as a member of Light Cruiser Division 2, Scouting Fleet. During the Nicaraguan Insurrection of 1927 she carried Henry L. Stimson to that country as go between, and sent a land-force ashore.

In 1928-1929 TRENTON formed part of the Asiatic Fleet. Henry L. Stimson was again a passenger, this time as Governor-General of the Philippines, viewing the eruption of Mayon Volcano on Luzon. TRENTON also supervised American interests during a revolt at Chefoo, China.

Office of Naval Records and History
Ships' Histories Section
Navy Department

HISTORY OF USS SALAMAU (CVE 96)

USS SALAMAU (CVE 96), ex merchant Hull #1133, was built by the Kaiser Company at Vancouver, Washington. The escort carrier was originally named ANGUIILA BAY, but the name was changed to SALAMAU on 6 November 1943. Launched on 22 April 1944, she was sponsored by Mrs. W. J. Mullins, wife of Captain J. W. Mullins, USN.

USS SALAMAU was placed in commission at the U.S. Naval Station, Astoria, Oregon on 26 May 1944, with Captain J. I. Taylor, USN, assuming first command. Fitting out was completed by 17 June, when SALAMAU got underway for Puget Sound, entering the Straits of Juan De Fuca in a thick fog and drizzle late that evening.

From 18 to 22 June, SALAMAU remained in the vicinity of the Bremerton Navy Yard deperming, degaussing, loading ammunition, calibrating instruments and running the measured mile. With this behind her, the ship reported her readiness for shakedown training and proceeded to Pier 91, Seattle, Washington to load damaged aircraft and parts for transporting to San Diego, California. Additional supplies were taken on at Alameda and SALAMAU arrived at San Diego on 29 July 1944.

After unloading cargo at San Diego, SALAMAU got underway for a four-day training cruise off lower California and Mexico. She conducted limited air operations, gunnery drills, signal drills and fighter-director exercises, returning to San Diego on 4 July. Passengers and cargo were then taken on board and SALAMAU stood out for Pearl Harbor on 6 July, arriving on the 12th. Unloading cargo and reloading for the return voyage took four days and, on 22 July, the ship arrived at Alameda, California. Here, 50 new aircraft and 300 naval passengers were embarked for transportation to Finschafen, New Guinea.

Steaming under the Golden Gate Bridge on the morning of 24 July, course was set to pass southward of Hawaii. During the evening of 29 July, Mauna Loa was seen rising in the haze 90 miles to the north. No further sighting of land was made until passing abeam of Merig Island in the New Hebrides on 8 August. On 12 August, SALAMAU steamed into Dreger Harbor, Finschafen, New Guinea to unload aircraft and disembark passengers at the newly constructed dock.

With a new load of dud aircraft on board, SALAMAU departed Dreger Harbor on 14 August enroute to San Diego via Espiritu Santo. The ship's destination was changed enroute to Alameda and SALAMAU made her way through a dense fog off the Farallon Islands to moor at the Naval Air Station, Alameda, on 1 September. After disembarking passengers and taking a new load of cargo on board, the ship steamed to San Diego where all cargo, and ammunition was unloaded in preparation for a yard availability at the Naval Repair Base.

X-E182

.U5

11
10

#14



17
10

#15

HISTORY OF USS BELLE GROVE (LSD 2)

From the Gilbert Islands to Iwo Jima, USS BELLE GROVE (LSD 2) proved herself a worthy ship to the thousands of landing craft that were repaired in her hollow stern.

Built by the Moore Drydock Company, Oakland, California, USS BELLE GROVE was launched on 17 February 1943, with Mrs. George M. Lowry serving as sponsor. Mrs. Lowry was the wife of Lieutenant Commander George M. Lowry, USNR, who was serving as Operations Officer of the Western Sea Frontier at the time. USS BELLE GROVE was commissioned on 9 August 1943, with Lieutenant Commander Morris Seavey, USNR, as her first commanding officer.

Following the Navy's policy of naming Landing Ship Docks for homes of past presidents and places of historical interest, BELLE GROVE was named in honor of the birthplace of James Madison, fourth President of the United States.

After holding her shakedown cruise off the coast of California, BELLE GROVE sailed for Pearl Harbor where she began rehearsing for the Gilbert Island operation. On 20 November 1943, she arrived at the Gilberts and after unloading all cargo and landing craft safely on the newly-won islands, she sortied from Makin Island with Transport Division 20, enroute to Pearl Harbor.

Though she had received no battle damage, there were plenty of repairs and alterations to be accomplished before she could get into her next operation. Completing all preliminary work, she loaded combat troops of the 7th Army Infantry Division, held rehearsal landings at Maalaea Bay, Maui, T.H. and sortied from Pearl Harbor with Task Force 52 enroute to Kwajalein.

The Gilbert Island campaign had taught all strategists just how important the LSD's really were for they not only carried their 18 medium landing craft and 18 personnel landing craft but could launch them much faster than any other type of ship. A company of combat infantrymen and all their equipment could be landing much faster from the LSD than any other type. USS BELLE GROVE and her sister ships had also proven that they were very valuable after their main objective of launching boats and landing troops in that they could drydock anything from a patrol craft on down to the smallest amphibious craft.

Kwajalein was secured in short order. Actually there was little intrinsic value in the atolls but they were to serve as another strategic stepping stone on the long road to Tokyo.

Shortly after the campaign at Kwajalein had gotten underway, Admiral Nimitz had indicated that in order to beat the Japs they

Office of Naval Records and History
Ships' Histories Section
Navy Department



X-E182

11
10 .U5

#16

HISTORY OF USS CINCINNATI (CL 6)

The scout cruiser No. 6, USS CINCINNATI, was the third ship of the four-stack, OMAHA class. She was built by the Todd Dry Dock and Construction Company of Tacoma, Washington where her keel was laid on 15 May 1920. Launched on 23 May 1921, the cruiser was christened by Mrs. Charles E. Tudor, wife of the Director of Safety of Cincinnati, Ohio, having been designated by the Honorable John Galvin, Mayor of Cincinnati.

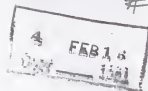
Following her commissioning on 1 January 1924, USS CINCINNATI made a shakedown cruise to various islands of the South Pacific, the Philippines and Japan. On 8 May 1924, the ship rounded Cape Horn, passing from west to east. This started the long naval career of the light cruiser CINCINNATI. She first made the head lines in 1927 when she was fired upon below Nanking, China and north of Tatung, returning the fire with her machine guns and six-inch rifles.

Following many years of naval service with the scouting force USS CINCINNATI was at Trinidad, B.W.I. on 7 December 1941, when Pearl Harbor was attacked. Under the command of Captain Elliot M. Senn, the cruiser was assigned to patrol off Fort de France, Martinique, with three destroyers, to prevent the departure of the French cruiser EMILE BERTIN and the carrier BEARN. After the status of these ships was satisfactorily settled, CINCINNATI was attached to the South Atlantic patrol and based at Recife and Bahia, Brazil. This patrol assignment lasted until May 1942.

The movements of the French cruiser JEANNE d'ARC again necessitated the detailing of U. S. units in the French West Indies. On 12 May, CINCINNATI, now attached to the Caribbean Sea Frontier, established a patrol 20 miles east of Marie-Galante-Desirade area. On receiving the assurance of Rear Admiral Robert that the French vessels in Martinique and Guadeloupe would be immobilized, the patrol was discontinued and CINCINNATI steamed to New York for a navy yard overhaul and refit.

In July CINCINNATI once more resumed her South Atlantic patrol and remained on that mission until December 1943. The patrol was routine in nature but exacting in execution. During this tour, the cruiser participated in the scuttling of the German blockade runner ANNALIESE ESSBERGER on 21 November 1942. CINCINNATI detected the blockade runner shortly after 0500. Before she could be boarded, the German captain scuttled his ship. Three explosions, two forward and one aft, sent the ship to the bottom, stern first. Sixty-two prisoners from the ship were landed at Recife.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS EUNICE (PCE 846)

USS EUNICE (PCE 846) is named for a city in the state of Louisiana. Originally designated the USS PCE-846, her name was assigned on 15 February 1955. The patrol ship was launched on 20 December 1943, in the building yard of the Pullman Standard Car Manufacturing Company, Chicago, Illinois. She completed fitting out at New Orleans, Louisiana, where she was placed in commission, 4 March 1944, Commander Frank D. Andruss, USNR, in command.

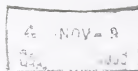
EUNICE conducted shakedown training at Miami, Florida, then reported at Norfolk on 26 April 1944 for duty as a unit of the Service Force, U. S. Atlantic Fleet. She put to sea on 5 May to safeguard the fleet tanker SAPELO (AO 11) who took on a fuel cargo at Galveston, Texas, for the Naval Operating Base at Guantanamo Bay, Cuba, then renewed her liquid cargo again at Galveston for transport to Norfolk. EUNICE brought SAPELO safely into the last named base on 22 June and was out to sea on 12 July in company with the fleet oiler KENNEBEC (AO 36) whom she escorted to Bermuda, then back to the Delaware Capes. She left the Delaware Capes astern on 26 July to see a British landing craft to the safety of Bermuda, then steamed back up the eastern seaboard to New London. She got underway from that submarine base on 2 August, escorting the French submarine LE GLORIEUX on her way to Casablanca, French Morocco.

EUNICE entered Casablanca Harbor with LE GLORIEUX on 9 September 1944 and passed out to sea the next day for Gibraltar where she took up the escort of the Italian submarine DA PROCIDA on the 11th. The two warships reached Bermuda on 24 September and spent much of their time in the local operating areas conducting anti-submarine warfare tactics with aircraft of various air groups. EUNICE took time out from this duty to escort the Norwegian merchant vessel SS BOMMA to Norfolk and returned escorting the stores ship USS PONTIAC (AF 20). She again joined DA PROCIDA for day and night anti-submarine warfare tactics with pilots of air groups, and patrolled the ocean approaches to Bermuda. On 10 December 1944 EUNICE reached the scene of the collision between the SS JAMES F. COOPER and USS HURON (PF 19). She took on board thirty-five crew members and one officer of the damaged HURON who was taken in tow by the tug CHOCTAW for Bermuda.

EUNICE left Bermuda astern on 6 February 1945 for voyage repairs in the Charleston Navy Yard and returned on 1 March to resume patrol duties until 20 May. She entered the Philadelphia Navy Yard on 23 May 1945 and shifted to the yard of the Bethlehem Steel Company, Staten Island, New York, on the 28th. Her overhaul was complete by 27 July 1945 when she set course by way of Norfolk and the Panama Canal for the coast of California. She

#18

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS PAGE COUNTY (LST 1076)

USS PAGE COUNTY is named for counties in the States of Iowa and Virginia. She was built as the USS LST-1076 by the Bethlehem-Hingham Shipyard of Hingham, Massachusetts. Her keel was laid 16 March 1945 and she was launched on 14 April 1945, under the sponsorship of Mrs. Lillian J. Ostler who lost one son killed in action and had seven other sons serving in the armed forces. The tank landing ship was commissioned at the Bethlehem-Hingham yard on 1 May 1945, Lieutenant Grover L. Rawlings, USNR, in command.

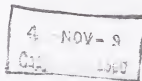
LST-1076 shifted to the Boston Navy Yard on 2 May and got underway ten days later for shakedown training in the Chesapeake Bay until 3 June when she cleared Norfolk for New York. She embarked 115 men for transportation to the Hawaiian Islands and put to sea on 14 June. She reached Pearl Harbor on 19 July 1945 to off-load cargo and debark her passengers. The following weeks were spent in final training exercises and cargo duty between points in the local operating areas of the Hawaiian Islands.

LST-1076 stood out of Pearl Harbor on 29 August 1945 carrying occupation troops and vehicles for delivery to Sasebo, Japan, on 22 September 1945. She left that port astern the next day for Buckner Bay, Okinawa, and departed with a convoy on 17 October for Saipan where she embarked Army veterans for return to the United States. She was underway from Saipan on 5 November and touched at Pearl Harbor on her way to San Diego, California, where she arrived on 11 December 1945. After overhaul in the Naval Repair Base of San Diego, and some time at anchor in San Francisco Bay, she entered the Kaiser Shipyard at Vancouver, Washington, on 29 April 1946 for inactivation. She was decommissioned on 13 June 1946 and assigned to the Columbia River Group of the U. S. Pacific Reserve Fleet. She has remained inactive as of 14 September 1960. Her name of PAGE COUNTY was assigned, effective 1 July 1955.

LIST OF COMMANDING OFFICERS

Lieutenant Grover L. Rawlings, USNR:	1 May 1945 - 29 Aug 1945
Lieutenant Joseph G. Walker, USNR:	29 Aug 1945 - 12 Feb 1946
Lieutenant (jg) Richard C. Bond, USNR:	12 Feb 1946 - 7 Mar 1946
Ensign Arthur A. Silver, USNR:	7 Mar 1946 - 13 Jun 1946

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



#19

HISTORY OF USS PANDEMUS (ARL 18)

USS PANDEMUS (ARL 18) is named for a civic goddess, perhaps of marriage, personifying earthly or common love. She was built as the USS LST-650 by the Chicago Bridge & Iron Company of Seneca, Illinois. Her keel was laid 20 July 1944 and she was launched on 10 October 1944. Placed in reduced commission on 21 October 1944, she was taken down the Mississippi River to New Orleans where she was decommissioned on 3 November 1944 for conversion to a landing craft repair ship. She was placed in full commission as USS PANDEMUS (ARL 18) on 23 February 1945, Lieutenant Commander Howard B. Shaw, Jr., USNR, in command.

PANDEMUS cleared New Orleans on 12 March 1945 for shakedown training out of Panama City, Florida and returned for alterations on 26 March 1945. On 4 April she stood down the Mississippi River, bound by way of the Panama Canal, the Hawaiian and Marshall Islands, to Apra Harbor, Guam, Mariana Islands. She reached the last named port in company with thirteen medium landing craft on 26 May 1945, and was out to sea two days later with the same ships which touched at Ulithi on their way to Hagushi Harbor, Okinawa. Here she tended and repaired infantry landing craft and other small craft from 13 June to 15 July 1945.

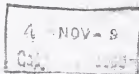
PANDEMUS touched at Guam and Saipan on her way to San Pedro Bay, Leyte, Philippine Islands. Service to landing and small craft in that area (6 August-6 September) was followed by identical duty at Okinawa (12-28 September) and Shanghai, China (30 September-21 December 1945). She put to sea from Shanghai on 21 December 1945 and steamed by way of Pearl Harbor to reach San Pedro, California, on 5 February 1946. Six days later she was on her way to Mobile, Alabama, where she arrived on 3 March. She shifted to Algiers, Louisiana, on 4 July 1946 and was decommissioned there on 23 September 1946.

PANDEMUS was recommissioned at Green Cove Springs, Florida, on 14 December 1951, Lieutenant John H. Thomas, USN, in command. She entered the Merrill Stevens Shipyard at Jacksonville on 19 December to complete fitting out and then touched at Charleston on her way to Norfolk where she arrived on 23 January 1952. In the following months her men sharpened their knowledge at the Fleet Training Center where their courses of instruction ranged from damage control and repair to officer-of-the-deck.

PANDEMUS arrived at the U. S. Naval Minecraft Base, Charleston, on 30 March 1952 to serve as a tender for Mine Squadron FOUR, Mine Force, U. S. Atlantic Fleet. She shifted her operations with the squadron to Yorktown, Virginia, on 30 October 1952 and was back in the Ashley River

#20

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF SHIPS NAMED POLLACK

The nuclear-powered submarine POLLACK (SS(N) 603) is the second ship of the fleet named for a gadoid food-fish resembling the true Cod, but with the lower jaw projecting and without the barbel.

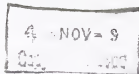
The first POLLACK (SS 180) was built by the Portsmouth Navy Yard, New Hampshire. Her keel was laid 1 October 1935 and she was launched 15 September 1936, under the sponsorship of Miss Anne Carter Lauman, daughter of Captain P. G. Lauman (CC), USN, Production Officer at the Portsmouth Navy Yard. The fleet submarine was placed in commission on 15 January 1937, Lieutenant Clarence E. Aldrich, USN, in command.

POLLACK had an overall length of 300 feet 7 inches; extreme beam, 25 feet 1 inch; standard displacement of 1,330 tons; mean draft of 13 feet 10 inches; submerged displacement of 1,997 tons; designed speed of 19.25 on the surface, 8.75 knots submerged; and a designed depth of 250 feet. Her designed complement was 5 officers and 45 men. She was armed with six 21-inch torpedo tubes, one 3-inch 50 caliber gun, two .50 caliber guns, and four .30 caliber guns. She carried sixteen torpedoes.

POLLACK stood out of the Portsmouth Navy Yard on 7 June 1937 for a shakedown training cruise which took her to Guantanamo Bay, the Netherlands West Indies; the Virgin Islands, Puerto Rico, the Bahama Islands, ports of Texas, and the Panama Canal. She returned from this cruise to Portsmouth on 4 September 1937 and was underway on 29 November for the west coast of the United States. She reached her new base at San Diego, California, on 19 December 1937 and spent the next eleven months in a rigorous schedule of maneuvers along the western seaboard with Submarine Division Thirteen, Scouting Force. POLLACK shifted to base at Pearl Harbor on 28 October 1939. Except for periods of overhaul in the Mare Island Navy Yard, she remained in Hawaiian waters until the outbreak of World War II. She was enroute from Mare Island to Hawaii when the Japanese made their infamous attack; she entered Pearl Harbor on 9 December 1941.

POLLACK, GUDGEON and PLUNGER were the first American submarines to invade the Empire waters of Japan and were also the First Pacific Fleet Submarines to make the hazardous 3,400-mile voyage from Oahu to Japan. POLLACK cleared Pearl Harbor on 13 December 1941 and was off the coast of Honshu, Japan, a few hours before midnight of 31 December when she sighted the light of a ship and commenced a surface approach. Unable to cross the enemy's track when she found herself between the moon and the target, she dived to make the first night-periscope attack of the Pacific Fleet Submarine Force. The dim view afforded by the periscope

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



#21

HISTORY OF USS BURRFISH (SSR 312)

USS BURRFISH is named for a species of fish, known in the Chesapeake Bay and along the Atlantic coast from Massachusetts to Florida under the scientific name of Chilomycterus schoepfi. The Burrfish is so named because of the numerous short stiff spines in the skin. The fish, when disturbed, inflates by taking air and water through its mouth until the spines in the skin stand out like the needles in a pin-cushion or the spines on a burr. They have mouths which resemble the beak of a parrot, and the jaws of this fish are so powerful that it can snap a small rope in two or crush crabs or shellfish. The species has no commercial value and the flesh of this type of fish is said to be poisonous.

BURRFISH (SS 312) was built by the Portsmouth Navy Yard, New Hampshire. Her keel was laid 24 February 1943 and she was launched on 18 June 1943, under the sponsorship of Miss Jane Elizabeth Davis, daughter of the Honorable James J. Davis, United States Senator from Pennsylvania. The fleet submarine was placed in commission on 14 September 1943, Lieutenant Commander William B. Perkins, USN, in command.

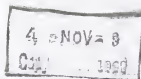
BURRFISH cleared the submarine base at New London, Connecticut, on 21 November 1943 for seventeen days of training from the Fleet Sound School at Key West. She then transited the Panama Canal on her way to Pearl Harbor where she arrived on 6 January 1944 for final training in the Hawaiian area.

BURRFISH was underway from Pearl Harbor on 29 January 1944 to conduct her first war patrol. She topped off with fuel at Midway on 2 February and dived from an enemy bomber on 10 February before she entered her assigned area at dawn of the 13th, off the West Caroline Islands. Near high noon of 14 February she closed a convoy of a fleet oiler and two large cargo ships but four torpedoes missed their mark. Three escorts joined in a hunt to hold her down and the fighting submarine became heavy aft as her engine air induction leaked a full stream through the drain. She went down to 450 feet with an up-angle of ten degrees and attempt to pump trim was without success by the time eighteen depth charges rained down to explode in the sea nearby. Water in her forward engine room bilges was about three feet deep at the after end, and at one time, she was down as far as 500 feet with a fourteen degree up-angle. She increased speed which brought her up to 375 feet and could hear the escorts pinging in the distance as she made her way clear. BURRFISH secured at nightfall from silent running to repair the leaky engine air induction. This task kept her men occupied throughout the next day as she sped to a station calculated to put her in position to intercept any enemy warships which

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

X-E182
.U5

#22



HISTORY OF USS EAGLE 56

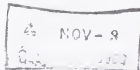
The patrol ship USS EAGLE 56 was built by the Ford Motor Company at Detroit, Michigan, where she was commissioned 22 October 1919, Lieutenant Felix M. Kelly, USN, in command. She stood down the Detroit River on 13 November 1919 and made her way as far as Quebec, Canada, where she was held up by ice upon the rivers and canals until 8 May 1919. She was placed in ordinary upon her arrival in the Portsmouth Navy Yard on 15 May 1919.

EAGLE 56 was recommissioned in the Portsmouth Navy Yard on 25 October 1921 and left that port on the 28th for Washington, D. C. With a crew of naval reservists temporarily assigned for the voyage under Lieutenant Commander William R. Heofer, USNRF, she touched at New York and reached the Naval Reserve Training Wharf at Washington, D. C., on 7 November 1921. She was assigned to the District of Columbia Naval Reserve Force and conducted periodic two-week training cruises down the lower Potomac River into the reaches of Tangier Sound of Chesapeake Bay. Other reserve training cruises found her in the Patuxent River and running down the eastern seaboard as far as Key West, other ports of Florida, and Hamilton, Bermuda. This service came to an end in August 1925 when she commenced operations from the Water and "O" Street Pier of Southwest Washington to Piney Point, Maryland, where she shifted berths of Naval Research Laboratory barges and was underway many times with a small barge in tow for sound experimental work. Her last work there was completed on 18 December 1925 and she cleared the Washington Navy Yard on 6 January 1926 to base at Baltimore, Maryland.

EAGLE 56 arrived at Baltimore, 7 January 1926, and commenced duty as training ship for the First Battalion of U. S. Naval Reserve Force. Operating in the service of the Fifth Naval District, she made frequent 15-day reserve training cruises to the Chesapeake Bay with as many as 7 officers and 55 men aboard. This vital service continued until 18 December 1940 when she entered the Philadelphia Navy Yard to prepare for inshore patrol duty under the Commandant of the Fourth Naval District.

EAGLE 56 left the Philadelphia Navy Yard on 28 May 1940 to patrol the lower Delaware Bay and the entrance to the bay in the vicinity of Overfalls Lightship. This service was conducted from the Naval Section Patrol bases at Lewes, Delaware and Cape May, New Jersey. She cleared the Harbor of Refuge on 24 May 1942 and moved down the coast with a convoy from Norfolk for the Naval Operating Base, Key West, Florida. She reached the last named base on 5 June 1942 and reported for duty as a schoolship for the Sound Training School. Some twenty officer and enlisted students

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



#23

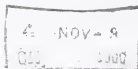
HISTORY OF SHIPS NAMED WORDEN

The guided missile frigate WORDEN (DLG 18) is the fourth ship of the Fleet to be named in honor of Rear Admiral John L. Worden, U. S. Navy.

John Lorimer Worden was born in Westchester County, New York, on 12 March 1818. He was appointed a Midshipman on 10 January 1834 and served three years in the sloop of war ERIE on Brazil Station, followed by brief service in the sloop of war CYNE and seven months at the Naval School at Philadelphia. He had duty with the Pacific Squadron (1840-1842), the Naval Observatory (1844-1846) and spent the Mexican War in the store ship SOUTHAMPTON and other ships on the West Coast. He was again at the Naval Observatory (1850-1852) and the next ten years were filled with cruises in the Mediterranean and the Caribbean Seas. Ordered to Washington just before the outbreak of the Civil War, he was sent south on 7 April 1861 with secret orders to the squadrons at Pensacola for the reinforcement of Fort Pickens. Worden was arrested on his return journey near Montgomery, Alabama, and held prisoner for seven months until released in a prisoner exchange. He had not fully recovered from the illness brought on by his confinement on 16 January 1862 when ordered to report to command the ironclad MONITOR, building at Greenpoint, Long Island. After the supervision of her completion he made the rough passage down the coast, beset by difficulties brought about in the experimental construction of his ironclad. These were later declared by him to have been as great a hazard to overcome as those of the subsequent battle.

Worden brought MONITOR into Hampton Roads shortly after nightfall of 8 March 1862 and all hands spent the night in preparation for meeting the Confederate ironclad VIRGINIA (formerly USS MERRIMACK) the next day. In the battle, vital for the maintenance of the northern blockade and revolutionary for its influence on naval design, Worden had his station in the pilot house, forward of the turret. Three hours of fighting left Worden wounded in the face and nearly blinded by a shell which exploded just outside. The command of MONITOR was taken over by his first officer, Lieutenant Samuel D. Green, but when the ironclad returned after a temporary withdrawal, the VIRGINIA had retired from the action. For heroism displayed and the great service rendered in this action, Worden was tendered a vote of thanks by Congress and promoted from Commander to Captain on 3 February 1863. After recovery he took command of the monitor MONTAUK in the South Atlantic Blockading Squadron, engaging on 27 January 1863, a four-hour action with Fort McAllister. A month later he destroyed, by five well-placed shots, the Confederate cruiser NASHVILLE under the guns of this fort. His ironclad was struck fourteen times during the attack on Charleston, 7 April 1863. Shortly after this action, Worden was assigned

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



24

HISTORY OF SHIPS NAMED BENHAM

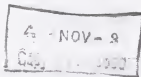
USS BENHAM (DD 796) is the third ship of the Fleet to be named in honor of Rear Admiral Andrew E. K. Benham, U. S. Navy.

Andrew Ellicott Kennedy Benham was born in Staten Island, New York, on 10 April 1832. He was appointed a midshipman on 24 November 1847 and spent many of the next fourteen years in service with the East India Squadron, the Brazil Squadron and the Paraguay expedition. He had distinguished service during the Civil War with both the South Atlantic and West Gulf Blockading Squadrons. After proving himself in various commands ashore and afloat, he became Commander of the Mare Island Navy Yard on 12 January 1889. This duty was followed by command of the South Atlantic Station from 25 June 1892 until 31 May of the following year when he transferred to command the North Atlantic Station, hoisting his flag in the cruiser SAN FRANCISCO. He resumed command of the South Atlantic Station upon his arrival at Rio de Janeiro on 12 January 1894. Sixteen days later he took action to prevent the insurgents from interfering with the innocent and regular operations of United States merchant ships loading and unloading at the wharves of Rio de Janeiro, that city being in the hands of the regular government. For this action which set a new precedent in international law, he received the commendation of the United States Government. He retired on 10 April 1894 but was recalled to active duty at various times in the next five years to serve as a member of the Board of Awards; Member of the Court of Inquiry; President, General Court Martial, Navy Yard, Washington, D. C.; and President of the Board, Navy Department, Washington, D. C. Rear Admiral Benham died on 11 August 1905 at Lake Mahopac, New York, and is buried in the Arlington National Cemetery.

The first BENHAM (DD 49) was built by William Cramp & Sons Ship and Engine Building Company, Philadelphia, Pennsylvania. The keel of the torpedo boat destroyer was laid 14 March 1912 and she was launched 22 March 1913, under the sponsorship of Miss Edith Wallace Benham, only daughter of Rear Admiral A. E. K. Benham.

BENHAM had an overall length of 305 feet 3 inches; extreme beam 31 feet 2 inches; normal displacement of 1,036 tons; mean draft, 9 feet 5 inches; designed speed of 29 knots; and a designed complement of 4 officers and 95 men. Her original armament was four 4-inch .50 caliber guns and eight 18-inch torpedo tubes.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



#25

HISTORY OF USS RUDDY (MSF 330)

USS RUDDY is a fleet minesweeper named for the American duck (*Erisimatura jamaicensis rubida*), having a broad bill and a wedge-shaped tail of stiff, sharp feathers. The adult male has the upper parts largely a rich brownish red. The female and young male are dull brown mixed with blackish on the back, and grayish below.

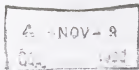
RUDDY was built by the Gulf Shipbuilding Corporation of Chickasaw, Alabama. Her keel was laid 24 February 1944 and she was launched on 29 October 1944, under the sponsorship of Mrs. John Ziralis, wife of an executive of the Gulf Shipbuilding Corporation. The fleet minesweeper was placed in commission as USS RUDDY (AM 380) on 28 April 1945, Lieutenant Commander William H. Rothwell, II, USNR, in command.

RUDDY got underway from Chickasaw on 6 May 1945 to complete fitting out at New Orleans, then reached Little Creek, Virginia, on 20 May for shakedown training in the Chesapeake Bay. She cleared the last named port on 27 July for duty in the Pacific and arrived in Buckner Bay, Okinawa on 27 September 1945. The next day she put to sea to escort fleet oiler MILLICOMA (AO 73) by way of Yoku Shima to Sasebo, Japan. She sank two Japanese mines with rifle fire on the 29th and entered the harbor of Sasebo on 30 September 1945.

RUDDY resumed operations at Buckner Bay on 3 October and shifted to Sasebo on the 20th. She was underway six days later with a task unit of minesweepers and assisted in clearing the dangerous minefields of the "Klondike area" off Sasebo to make waters safe for peacetime shipping. This duty was finished by 8 November and during the following weeks she made a courier run to the ports of Nagasaki, Wakayami and Kagoshima; supervised minesweeping boats at Tachibana Wan; and picked up freight at Buckner Bay for delivery to Sasebo.

On 23 January 1946 RUDDY departed Sasebo for minesweeping operations off Terashima Suido and Tachibana Wan, Kyushu, Japan. She returned to her base on 29 January and sailed for the Marshall Islands on 17 February. She touched at the Japanese port of Kobe (19-20 February) and joined a task group at Saipan in the Marianas Islands before her arrival at Eniwetok Atoll on 4 March 1946. She shifted to Bikini Atoll on 7 March to supervise the laying of bouys by motor mine sweepers, then put to sea from Eniwetok on 24 March for return to the United States by way of Pearl Harbor. She arrived at San Pedro, California, on 23 April 1946 and shifted to the Naval Repair Base at San Diego on the 25th to await inactivation. She was placed out of commission in reserve on 15 January 1947.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



#26

HISTORY OF USS SHOVELER (MSF 382)

USS SHOVELER is a fleet minesweeper named for a large river duck which has a large shovel-like bill (*Spatula clypeata*). The male has a head and neck of blackish green, and the abdomen is the color of chesnut.

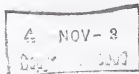
SHOVELER was built by the Gulf Shipbuilding Corporation of Chickasaw, Alabama. Her keel was laid 1 April 1944 and she was launched on 10 December 1944, under the sponsorship of Mrs. William G. Burkhart, wife of Lieutenant Commander Burkhart, USNR. The fleet minesweeper was placed in commission as USS SHOVELER (AM 382) on 22 May 1945, Lieutenant Commander Edwin H. Jones, Jr., USNR, in command.

SHOVELER got underway from Mobile on 31 May 1945 to complete fitting out at New Orleans, then reported to the U. S. Naval Mine Warfare Base of Little Creek, Virginia, on 15 June for shakedown training in the Chesapeake Bay. She cleared that port on 5 August 1945 and reached Buckner Bpy, Okinawa on 26 September, having steamed by the way of the Panama Canal; San Pedro, California; the Hawaiian and Marshall Islands. She put to sea the day of her arrival to escort fleet oiler SAUGATUCK (AO 75) by way of Bungo Suido Bay to Wakayama, Japan, then resumed duty at Buckner Bay until 20 October when she shifted her base to Sasebo, Japan. She commenced clearing the dangerous minefields in the waters off that port on 27 October and had swept up 24 mines by the night of the 31st. Returning to Sasebo on 2 November 1945, she spent the next five months in operations from that port which included escort and sweeping in waters extending to Okinawa and off the Japanese ports of Kikai Shima, Miyako Shima, Amami O Shima, Nagasaki, and Kago Shima. She sailed from the last named port on 12 April 1946, touching at Eniwetok Atoll and Pearl Harbor on her way to Long Beach, California, where she arrived on 14 May 1946 for inactivation. She entered the Todd Shipyard of San Pedro on 27 June 1946 and was placed out of commission in reserve on 5 November 1946.

SHOVELER was recommissioned at San Diego on 24 July 1951 and became a unit of Mine Division 54, Mine Squadron Five, U. S. Pacific Fleet. After refresher training and fleet mine warfare exercises off Santa Rosa and Santa Cruz Islands, she entered the Yard of the Harbor Boat Company of Long Beach on 5 November 1951 for alterations and voyage repairs until 7 January 1952. She then joined Mine Division 72 of Mine Squadron Seven and reported to her base of San Diego to serve as a mine warfare schoolship in local operating areas. This duty terminated on 20 March 1952 when she put to sea to touch at Pearl Harbor and Guam on her way to Chichi Shima in the Bonin Islands. She reached that port on 20 April for minesweeping and dan buoy laying exercises until 11 May, then sailed for Sasebo, Japan, where she arrived on the 20th. She got underway on 27 May and entered

#27

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



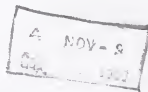
HISTORY OF SHIPS NAMED BARNEY

USS BARNEY (DDG 6) is the third ship of the Fleet to be named in honor of Commodore Joshua Barney, U. S. Navy.

Joshua Barney was born in Baltimore, Maryland, on 6 July 1759 and was only fifteen years old when he took command of a wheat-laden merchantman upon death of the captain at sea. He sold his cargo for a good profit in Gibraltar after a courageous march across the mountains to Milan where his youthful daring inspired the British minister to intervene in his behalf against the intrigues and extortions of Sardinian officials. He then chartered his ship for the transport of Spanish troops to Algiers before he returned across the Atlantic in October 1775 to astonish his employers with evidence of his enterprise and tales of romantic adventure. Entering the service of the Colonies the same month, he distinguished himself during the capture of New Providence as a volunteer on board the sloop of war HORNET, and in the engagement of Hazelwood's flotilla with two British ships. He was commissioned a Lieutenant in the Regular Navy in June 1776 "in consequence of his good conduct with the flotilla." He was captured while taking a prize of the sloop of war SACHEM into port but soon was released to become Lieutenant of the frigate VIRGINIA in December 1777. Barney captured a large enemy sloop and a barge early the next year and was again taken prisoner while attempting to get the VIRGINIA to sea on 1 April 1778. After gaining his freedom in another prisoner exchange in August 1778, he commanded several privateers and more than once beat off attacks of a more powerful enemy. He then served as first lieutenant of sloop of war SARATOGA who captured a number of enemy ships only to fall victim to the British ship INTREPID. Barney was imprisoned near Plymouth, England, but escaped to France and made his way back to Boston.

Barney arrived in Philadelphia in March 1782 and found the State of Pennsylvania fitting out a small fleet at her own expense to end the depredations of British privateers along her coast. He took command of the converted merchantman HYDER-ALLY, armed with sixteen 6-pounder guns, and was guarding a convoy of merchant ships off the capes on 8 April 1782 when he noted the hostile approach of three British warships. He covered the retirement of the merchant ships up the Bay, ignoring the broadside of the British privateer FAIR AMERICAN to await the 20-gun British ship GENERAL MONK gaining from astern. Through a ruse, some say by shouting false orders to his previously informed helmsman, he got his ship in such a position that the jib-boom of the enemy entangled in the fore-rigging of the HYDER-ALLY who raked her antagonist fore and aft. The GENERAL MONK, twice as powerful in men and metal, struck her colors in 26 minutes and Barney took her as a prize into Philadelphia. He had lost only four killed and wounded in a brilliant victory which left his adversary with three times

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



#28

HISTORY OF USS ROMULUS (ARL 22)

USS ROMULUS (ARL 22) is named for the legendary founder and first king of Rome. With his twin brother Remus, he was thrown in infancy into the Tiber, but preserved and was suckled by a she-wolf. He slew Remus for leaping scornfully over the wall of his new city, Rome. He was carried to heaven by his father, Mars, and was deified by the Romans.

ROMULUS was built by the Bethlehem Steel Company of Hingham, Massachusetts. Her keel was laid 16 August 1944 and she was launched on 11 November 1944. She was commissioned as the USS LST-962 in the builder's yard on 9 December 1944, Lieutenant George Richard Hoell, USNR, in command. Shifting to the Boston Navy Yard on 10 December, she left that port astern the 14th and touched at Baltimore on her way to Jacksonville, Florida, where she entered the yard of the Gibbs Gas Engine Works. She was decommissioned in that yard on 8 January 1945 for conversion to a landing craft repair ship. Assigned the name ROMULUS (ARL 22), she was placed in full commission with the same commanding officer on 10 May 1945.

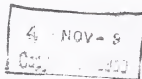
ROMULUS cleared Jacksonville on 20 May 1945 to conduct shakedown training out of Norfolk and left that port on 13 June for the Pacific. She reached San Diego on 5 July 1945 and after voyage repairs in the Graham Ship Yard at Oakland, stood out of San Francisco Bay on 26 July 1945 for the Mariana Islands. She entered Apra Harbor, Guam Island, on 4 August and spent the next six weeks tending and repairing landing craft at that port and Tanapag Harbor, Saipan Island. She put to sea from Saipan on 10 September 1945 and steamed by way of Okinawa to arrive at the Yokosuka Naval Base, Honshu, Japan, on 25 September 1945. The next twelve months were devoted to the repair and tending of landing and small craft at that base.

ROMULUS departed Yokosuka on 3 September 1946 for tender and repair service in Buckner Bay, Okinawa (7 September-6 December 1946). She arrived in Hong Kong on 11 December 1946 to spend the holiday leave period and put to sea on the 29th for return to the United States. She reached San Pedro, California, on 3 February 1947 and was placed out of commission in reserve on 12 May 1947.

ROMULUS was recommissioned at the U. S. Naval Station, San Diego, on 2 April 1952, Lieutenant Robert R. White, USN, in command. She was assigned as a tender to Landing Ship Flotilla Three, Amphibious Forces, U. S. Pacific Fleet, and cleared San Diego on 31 January 1953 for the Far East.

#29

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



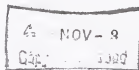
HISTORY OF SHIPS NAMED ENTERPRISE

USS ENTERPRISE (CVA(N) 65), the world's first nuclear-powered aircraft carrier, commemorates a name which has been a continuing symbol of the great struggle to retain American liberty, justice and freedom since the first days of the American Revolutionary War. She is the seventh ship of the Fleet to carry this illustrious name that is literally defined as boldness, energy, and invention in practical affairs.

The first ENTERPRISE originally belonged to the British and cruised on Lake Champlain to supply their posts in Canada. After the capture of Fort Ticonderoga by the Americans on 10 May 1775 she became the object of desire in the mind of Benedict Arnold who realized he would not have control of Lake Champlain until her capture. He learned she was stationed at a small British garrison at St. John's on the Richelieu in Canada, and set out from Skenesborough (Whitehall, New York) in the commandeered sloop LIBERTY for that place on 14 May 1775. He surprised and captured the British garrison on 18 May, took possession of the 70-ton sloop, and sailed her south to Crown Point. She was named ENTERPRISE by Arnold and fitted out with twelve long 4-pounder carriage guns and ten swivels. About 1 August 1775, Captain James Smith was sent by the New York Provincial Congress to General Philip Schuyler and ordered to take command of "the sloop ENTERPRISE."

On 28 August 1775 ENTERPRISE and sloop LIBERTY, along with unnamed craft, embarked a little more than a thousand of General Schuyler's troops for the expedition against St. John's, Montreal and Quebec, Canada. ENTERPRISE put her troops ashore at St. John's where she was kept inactive during the winter months by the ice upon the lakes and rivers. General Richard Montgomery took command of the expedition upon the death of General Philip Schuyler and captured Montreal while Arnold led his men through the wilds of Maine and laid siege to Quebec.

The arrival of a strong British fleet in the Saint Lawrence River made the siege of Quebec untenable by early spring of 1776 and the evacuation of Canada was complete by 18 June of the same year when the Americans withdrew from St. John's to the Isle aux Nois in Lake Champlain. There was soon a scene of great activity at Skenesborough (Whitehall) at the head of Lake Champlain, and at Ticonderoga. At these ports Brigadier General Benedict Arnold urged on the building of a fleet which he hoped would make him the undisputed master on Lake Champlain and Lake George. This caused the British great anguish in their plan to use these lakes and the Hudson River in the movement of troops and supplies from Canada to gain control of the Hudson Valley and cut off New England from the rest of the states. They were forced to delay this plan and turn their attention to the building of a superior fleet to Arnold's at St. John's,

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF SHIPS NAMED JARVIS

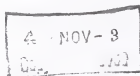
USS JARVIS (DD 799) is the third ship of the Fleet to be named in honor of Midshipman James C. Jarvis who was killed during the historic engagement between the famed United States frigate CONSTELLATION and the French frigate VENGEANCE on 2 February 1800. Jarvis was appointed to the Navy from the State of New York in 1799 and was thirteen years old at the time of his death. He had been sent aloft in command of the topmen to secure CONSTELLATION's mast, and when warned of his danger as it was about to fall, refused to leave his post and went over the side with the falling rigging. Captain Thomas Truxtun commended his devotion to duty in a report to Congress and the solemn resolution of that body mentioned the loss of Midshipman Jarvis as a subject of national regret.

The first JARVIS (DD 38) was built by the New York Shipbuilding Company of Camden, New Jersey. Her keel was laid 1 July 1911 and she was launched 4 April 1912, under the sponsorship of Miss Jean Knox, daughter of Mr. Samuel Knox, President of the New York Shipbuilding Company. The torpedo boat destroyer was placed in commission at the Philadelphia Navy Yard on 22 October 1912, Lieutenant Commander D. Pratt Mannix, USN, in command.

JARVIS had a length overall of 293 feet 11 inches; extreme beam 27 feet; normal displacement of 787 tons; mean draft of 8 feet 4 inches; designed speed of 29.5 knots; and a designed complement of 4 officers and 79 men. Her original armament was five 3-inch .50 caliber guns and six 18-inch torpedo tubes.

JARVIS got underway from the Philadelphia Navy Yard on 18 November 1912, touching at Newport and Norfolk on her way to winter cruising in the Caribbean from the United States Naval Base at Guantanamo Bay, Cuba. She returned to Norfolk on 20 March 1913 for gunnery and torpedo practice in Tangier Sound of the Chesapeake Bay, followed by speed runs off New Rochelle, New York, and tactics from Newport off Long Island and Block Island Sounds. Lieutenant William F. Halsey, Jr., assumed command of JARVIS while she was at Newport on 5 September 1913. She entered the Norfolk Navy Yard on 2 December for upkeep and after winter maneuvers in waters of Cuba, visited Key West and Pensacola, Florida. She cleared the last named port on 20 April 1914 with the Fifth Torpedo Division and spent the next six weeks in patrol off Tampico and Vera Cruz, Mexico. Returning to Norfolk from those troubled waters on 16 June 1914, she resumed training along the eastern seaboard from Norfolk and Newport, intervened by participation in a special scouting problem which took her to Guantanamo Bay.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF SHIPS NAMED CONNECTICUT

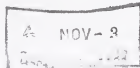
Four ships of the Fleet have been named for the State of Connecticut. The name is derived from the Indian word "Quonoktacut," meaning the river whose water is driven by tides or winds. One of the original thirteen States of the Union, Connecticut was settled by the English in 1633 and received a charter from Charles II in 1662.

The first CONNECTICUT was one of the fleet built by Brigadier-General Benedict Arnold in the hope that he would gain undisputed mastery of Lake Champlain and Lake George. She was a gondola carrying 45 men and was armed with one 12-pounder, two 8-pounders, and eight swivels. She was constructed at Skenesborough (Whitehall), New York, the scene of hurried shipbuilding by Arnold after the withdrawal of the Americans from Canada in June 1776. Other ships of Arnold's Fleet were built at Ticonderoga. This activity caused the British to delay their plan to use Lakes Champlain and George and the Hudson River in the immediate movement of troops and supplies from Canada to gain control of the Hudson Valley and cut off New England from the rest of the states. They turned their attention instead to the building of a superior fleet to Arnold's at St. John's, being greatly aided by their squadron in the Saint Lawrence River which afforded them experienced seamen and officers.

CONNECTICUT was placed under command of Captain Grant of the Continental Army and sailed from Crown Point with Arnold's fleet on 24 August 1777 for the Isle la Motte. She then reversed course with the fleet and proceeded up the lake to the Isle of Valcour which was situated on the New York side of Lake Champlain, between South Hero and the town of Peru, New York. This was the site of the coming Battle of Valcour Island.

CONNECTICUT with the rest of Arnold's fleet which included besides herself, a sloop, two schooners, four galleys and 7 gondolas, first joined battle with the British on 11 October 1776. The enemy had much heavier guns which threw almost twice the weight of metal as the Americans. One heavily-armed ship alone was a match for a good part of Arnold's fleet. The British also had two schooners, one heavily armed radeau, a 30-ton gondola, four longboats and 44 gunboats of which 24 were loaded with provisions and stores.

A hot engagement from morning to nightfall of 11 October 1776 found CONNECTICUT and her fleet with three-quarters of their ammunition expended and completely surrounded by a much superior enemy in Valcour Bay. Three galleys had suffered greatly and the schooner ROYAL SAVAGE, having run aground, had to be abandoned. She was burned by the British who feared

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

32

HISTORY OF USS KEYWADIN (ATA 213)

USS KEYWADIN (ATA 213) was built by the Gulfport Boiler & Welding Works, Port Arthur, Texas. Her keel was laid 16 February 1945 and she was launched on 9 April. The ocean tug was placed in commission as USS ATA-213 on 1 June 1945, Lieutenant Vincent A. Galterio, USNR, in command.

ATA-213 shifted from her building yard to Galveston on 6 Jun 1945 and upon completion of fitting out and training in the Gulf of Mexico, stood out to sea on 29 July for New Orleans. Here she took a barracks ship and two floating derricks in tow for delivery to the Marshall Islands. She left New Orleans on 4 July to transit the Panama Canal and touched at San Diego and Pearl Harbor on her way to Eniwetok Atoll where she cast off her tows on 24 September 1945. After a visit to Majuro Atoll where she picked up a fuel barge for towing back to Eniwetok, she returned to Pearl Harbor on 17 October 1945 for duty as a ready tug in the Hawaiian area. Operating from the Waipo Point Salvage Dock, she performed such tasks as transporting official Navy Camera Parties to take pictures of the various ships within the harbor, and making rendezvous in the ocean approaches to Oahu to assist ships and craft into port. Other duties included assistance to lighters carrying ammunition to designated dumping areas at sea. She made another towing voyage to the Marshall Islands and return during 20 January-19 February 1946, then resumed her ready tug service at Pearl Harbor. On 4 April 1946 she towed the submarine S-35 to the target practice area off Oahu and stood clear three miles to the north while the S-35 was sunk by a torpedo from USS CHIRO (SS 341). The next three weeks were spent in towing target sleds for gunnery practice of the cruiser FALL RIVER (CA 130).

ATA-213 terminated her duty at Pearl Harbor on 28 June 1946 when she took the floating barracks ship APL-41 in tow for the east coast of the United States. She entered the harbor of San Pedro, California, on 10 July and was underway on 15 August with the same ship which she brought into the Charleston Navy Yard on 13 September 1946. Three days later she was underway with an oil storage barge and a sludge removal barge in tow for Mayport, Florida. From there she delivered a covered lighter to the New York Naval Shipyard, then shifted to the Boston Naval Shipyard on 28 September 1946. Assigned the name USS KEYWADIN (ATA 213), effective 16 January 1948, she continued to base her operations from Boston, under the operational control of the Commandant of the First Naval District. From the time of her first arrival in the yard, she spent the major part of the next fifteen years towing submarines and all manner of craft, barges, and ships along the eastern seaboard. Her most frequent service during this time was between Newport, Rhode Island; New London,

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



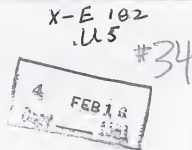
HISTORY OF USS LSM-463

USS LSM-463 was built by the Brown Shipbuilding Company of Houston, Texas. Her keel was laid 13 January 1945 and she was launched on 3 February. The medium landing ship was placed in commission at Houston on 7 March 1945, Lieutenant Samuel F. Teague, Jr., USNR, in command.

LSM-463 shifted to Galveston, Texas, on 12 March 1945 to complete fitting out in the Todds Shipyard. She left that port on 2 April to pick up a deck cargo at Gulfport, Mississippi, then transited the Panama Canal and called at Pearl Harbor with a convey bound by way of the Marshall and Marianas Islands to San Pedro Bay, Leyte, Philippine Islands. She reached the last named port on 22 July 1945 and made rendezvous in the Lingayen Gulf on 1 August with a convoy of landing ships which reached the harbor of Naha, Okinawa, on the 16th. After putting freight ashore for use of occupation forces, she returned to San Pedro Bay on 25 August, then picked up dry cargo at Manila for delivery to the occupation forces at Yokohama on 12 September 1945. She again entered Manila Bay on 21 September and was back in Yokohama with another cargo on 8 October. She made an identical supply run between these two ports (23 October-31 October 1945), then cleared Yokosuka on 12 November for return to the west coast of the United States. After touching ports in the Marianas Islands and calling at Pearl Harbor, she arrived at San Francisco on 31 December 1945.

LSM-463 entered the Mare Island Navy Yard on 8 January 1946 for overhaul, followed by daily training maneuvers in local operating areas out of San Diego. She cleared the last named port with a task unit of landing ships on 11 May 1946 and carried freight and military passengers between ports of the Hawaiian Islands until 6 September 1946 when she set course for Japan. She entered the harbor of Yokosuka 23 September and spent the remainder of her career shuttling supplies, mail and passengers between ports of Japan, Shanghai and Tsingtao, China; and the Korean ports of Jinsen, Fusan and Kunsan. This service came to an end when she departed Tsingtao on 11 May 1947 for the Marianas Islands. She reached Apra Harbor of Guam Island on 27 May and was decommissioned there on 24 June 1947. Transferred to the United States Army at that port (without exchange of funds), she continued to serve in the Pacific until July 1950 when she was returned to the custody of the United States Navy. Berthed at Subic Bay, Philippine Islands, she is scheduled for loan to the Philippine Government in 1961.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS PASCAGOULA (PCE 874)

USS PASCAGOULA (PCE 874) is named for a city in the state of Mississippi. Originally designated the USS PCE-874, her name was assigned on 15 February 1956. The escort ship was built by the Albina Engine and Machine Works of Portland, Oregon. She was commissioned in the building yard on 31 December 1943, Lieutenant Roger W. Mabie, USNR, in command.

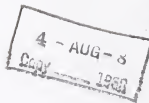
PASCAGOULA conducted shakedown training in the local operating areas of San Diego, then cleared the Panama Canal on 2 March 1944 in company with the SS ESSO BAYTOWN. That merchant tanker was given safe escort off the oil-rich port of Aruba, Netherlands West Indies, before PASCAGOULA put into the harbor of Recife, Brazil, for a schedule of anti-submarine warfare practice with Brazilian submarines. This duty was followed by repeated escort voyages to Trinidad, and down the Brazilian coast to Bahia and Rio de Janeiro.

PASCAGOULA left Recife astern on 29 November 1944 to escort a merchant convoy by way of Trinidad to Key West, Florida, where she arrived on 11 December. She entered the Charleston Navy Yard on 19 December 1944 and overhaul was complete by 22 January 1945 when she sailed for the Pacific. After transiting the Panama Canal and touching the Society Islands, she reached Hollandia, New Guinea, on 2 March 1945. The next five weeks were spent in guarding troop and supply convoys moving between Hollandia and Leyte. This duty terminated in San Pedro Bay, Leyte, Philippine Island, on 9 April 1945.

PASCAGOULA was assigned local defense and patrol duty in the Philippine Islands. Sailing from Cebu City, she supported the landing of troops at Dumaguette, Negros Island, on 26 April 1945. PASCAGOULA gave support to a similar operation at Tabluelan, Cebu Island, on 2 May 1945. She picked up two Japanese soldiers from an overturned dugout canoe on 8 May 1945. These prisoners were interned at Zamboanga City, Mindanao. The remaining months of the war found PASCAGOULA on frequent patrol of the Sibitu Passage with calls at Zamboanga City, Mindanao Island; the Guinan Roadstead, Samar Island; and the Tawi Tawi anchorage. She exploded a mine by gunfire in Sibitu Passage on 24 June 1945 and was in San Pedro Bay for repairs when the surrender of Japan was announced.

On 15 September 1945 PASCAGOULA cleared Lauaak Bay, Samar, on the first of a series of weather station patrol in support of aerial flights in approaches to the Philippine Islands. She got underway from the last named base on 29 October 1945 and moved through the sea at flank speed by way of Eniwetok Atoll for Pearl Harbor. She entered the Pearl Harbor Navy

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS TORSK (SS 423)

USS TORSK (SS 423) is named for a gadoid fish, allied to the codfish. Also known as the cusk, this fish is found throughout the North Atlantic, waters its namesake now knows well.

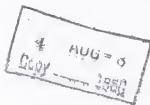
TORSK's keel was laid at the Portsmouth, New Hampshire, Naval Shipyard 7 June 1944, and under the pace of the accelerated wartime building program, she was ready for launching 6 September 1944. Mrs. Allen B. Reed, wife of Captain Allen B. Reed, USN, served as sponsor at the launching ceremonies. TORSK was placed in commission 16 December 1944, with Commander Bafford E. Lewellen, USN, as her first commanding officer, and by 31 December, the submarine was ready for sea.

After training off Portsmouth and New London, TORSK sailed by way of Fort Lauderdale, Florida, and the Panama Canal for Pearl Harbor, where she arrived 23 March 1945. Final preparations completed, she stood out of Pearl Harbor 15 April on her first war patrol. Her primary assignment was to serve as lifeguard for the men conducting the almost daily B-29 raids against the Japanese home islands, and on 3 May she arrived on her station in Kii Suido.

During the next week, she made several contacts, but was prevented from making an attack by her orders to avoid being detected. On 11 May 1945, with her lifeguard duty completed, she set course for a patrol area off the northeast coast of Honshu. Here TORSK was joined by SANDLANCE (SS 381) and CERO (SS 225) in a wolfpack commanded by TORSK's captain. Nine days later GUARDFISH (SS 217) joined the pack as it patrolled off Honshu in a scouting line. The Japanese merchant marine provided few targets in those days, due to the success of United States submarines in the months that had preceded, and only two small targets were contacted by the wolfpack. Because of the size and position of these, a successful attack was impossible. TORSK returned to Pearl Harbor from this first war patrol 16 June.

Her second war patrol began when she cleared Hawaiian waters 17 July 1945, bound for Guam, where she moored 30 July. She sailed for her patrol area 2 August, and on 10 August, slipped through the minefields of Tsushima Strait to enter the Sea of Japan. Her first action here, on 11 August, was the rescue of seven Japanese merchantmen, whose freighter had been sunk by an American fighter plane. The next day TORSK sighted a small freighter in 36°23' N., 133°35' E., and fired two torpedoes at the target from her stern tubes. One hit, and the freighter was seen to sink with a large down angle. TORSK's next

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF SHIPS NAMED MAINE

Two ships of the Fleet have been named MAINE for the northernmost of the North Atlantic States of the Union. It was colonized by the French in 1604 and called after the French province of that name wherein was located the private estate of Henrietta Maria, the wife of King Charles I of England. The English founded a settlement at the mouth of the Kennebec River in 1607 and in wars which followed, gained the whole region from the French in 1713. The district was long administered as a part of the colony of Massachusetts, but geographical reasons led to its final separation from that state after the Revolution. Maine was admitted into the Union in 1820.

The first MAINE was a second-class battleship built by the New York Navy Yard. Her keel was laid 17 October 1888 and she was launched 18 November 1890, under the sponsorship of Miss Alice Tracy Wilmerding, granddaughter of the Secretary of the Navy Benjamin F. Tracy. The battleship was commissioned in the New York Navy Yard on 17 September 1895, Captain Alton S. Crowninshield, USN, in command.

MAINE had an overall length of 319 feet; extreme beam, 57 feet; normal displacement, 6,682 tons; mean draft, 21 feet 6 inches; designed speed of 17 knots; and a designed complement of 31 officers and 343 men. She was armed with four 10-inch .35 caliber guns; six 6-inch .40 caliber guns; seven 6-pounders; eight 1-pounders; and four 14-inch surfaced torpedo tubes. The maximum thickness of her armor was twelve inches.

MAINE remained in the New York Navy Yard until 5 November 1895 when she stood down to Sandy Hook Bay to anchor. On the afternoon of 7 November she stood out to sea, making passage by way of Gardiner's Bay and Block Island Sound for Newport where she arrived the afternoon of 16 November 1895. Here she fitted out and embarked her landing force, exercised boats under oars, fitted spars and sails, and measured freeboard of all boats with full complement of men on board of each. She fired Whitehead torpedoes to test fitting of tubes and completed her torpedo outfit with the aid of a torpedo crew from the Torpedo Station at Newport, Rhode Island. She got underway on 25 November for Portland, Maine, where she arrived on the 25th to receive a visit from a member of the Governor's Staff and Captain Crowninshield went ashore to call on the Governor of Maine and the Mayor of Portland. The next day the Mayor, a committee of citizens, and the Governor of Maine were received with appropriate honors. The general public visited MAINE throughout the day and that night Captain Crowninshield and his officers attended a banquet given in their honor by the city.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS SAWFISH (SS 276)

USS SAWFISH (SS 276) is named for a pristoid ray of elongated form, whose snout extends in a long flat blade armed along each edge with socketed horizontal teeth with which it tears open its prey. The fish is found in tropical American and African waters.

SAWFISH was built at the U. S. Navy Yard, Portsmouth, New Hampshire, where her keel was laid 20 January 1942. At her launching on 23 June 1942, the Honorable Hattie Caraway, United States Senator from Arkansas, acted as her sponsor. SAWFISH was commissioned 26 August 1942, Lieutenant Commander Eugene T. Sands, USN, in command.

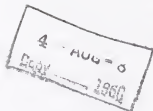
SAWFISH began her training and shakedown operations off Portsmouth, and continued them in Narragansett Bay and while sailing south for the Panama Canal and Pearl Harbor, where she arrived for voyage repairs 21 January 1943.

SAWFISH cleared Pearl Harbor on 31 January 1943 to conduct her first war patrol in waters off southwestern Japan. On 17 February 1943 she battle-surfaced to destroy a small patrol vessel with gunfire, then stalked a freighter which proved to be Russian. Later the same day she had the satisfaction of gaining torpedo hits on a large freighter and evaded exploding depth charges of prowling escorts to hunt another day.

SAWFISH damaged a tanker on 21 February and a passenger-cargo ship fell victim to her deadly torpedo salvo for unknown damage on 6 March 1943. Depth charges churned the sea as she escaped retribution of the enemy escorts and the many patrol planes which combed the wakes in search of her during the day, aided by high-speed patrol craft. She surfaced in heavy seas the 20th of March and her gun crew was twice in danger of being swept overboard by great walls of water as they scored a number of hits on an enemy patrol vessel which out-ran the fighting SAWFISH and escaped. She returned to Midway on 25 March 1943.

SAWFISH put to sea on 15 April 1943 to conduct her second war patrol off the coast of Honshu, Japan. She sent the 2,921-ton converted gunboat HAKKAI MARU to the bottom of the sea on 5 May 1943 and suffered much anguish two weeks later when heavy weather and superior speed of the enemy put an impressive Japanese task force beyond her lethal grasp. She terminated her second war patrol at Pearl Harbor on 6 June 1943.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS CONSOLATION (AH 15)

USS CONSOLATION (AH 15) takes her name, as do all Navy hospital ships, from a word expressive of her mission.

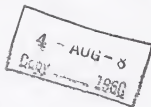
CONSOLATION was built for the Maritime Commission by Sun Shipbuilding and Dry Dock Company, Chester, Pennsylvania, where she was launched as MAINE WALRUS 1 August 1944. Mrs. Hazel C. Wilson was sponsor at the launching ceremonies. Acquired by the Navy 30 August 1944, the ship was taken to Bethlehem Steel Company, Hoboken, New Jersey, where she was completed and outfitted for her special functions. CONSOLATION was commissioned 22 May 1945, with Commander Preston S. Tambling, USN, as her first commanding officer. Her crew at the time of commissioning included 79 officers, 539 enlisted men, and two Red Cross workers. The medical department contributed 58 officers, 30 of whom were nurses, and 246 hospital corpsmen to the ship's total crew.

For the next month and a half, CONSOLATION completed her provisioning, made trial runs, and underwent a brief availability. On 14 July 1945, she cleared the east coast for Panama, where she arrived 20 July to pass through the Panama Canal the next day. She anchored in Pearl Harbor 4 August, and cleared for the Western Pacific ten days later, bound first for Okinawa, where she arrived 28 August.

Assigned to duty in the evacuation of Allied military personnel released from Japanese prison camps, CONSOLATION sailed from Okinawa 9 September 1945, and two days later arrived in Wakanoura Wan, where she anchored offshore from the village of Dejima, Honshu. Working with SANCTUARY (AH 16), she set up a shore screening station and a field hospital. By 15 September, she had embarked 1062 men of the military forces of the United States, Great Britain, Australia, and the Netherlands, all of whom bore physical evidence of their four years of imprisonment. Her departure from Japanese waters was delayed by a typhoon, which she rode out at anchor, but on 18 September she sailed for Buckner Bay, Okinawa, where the released prisoners were disembarked for later transfer to their homelands.

CONSOLATION returned to Wakanoura Wan 29 September 1945 to act as station hospital ship for the FIFTH Fleet. On 9 October, she rode out the fringes of a second typhoon, and was ordered to return to Okinawa to give aid to the many civilians and military personnel injured there in the same typhoon. She remained off Okinawa from 13 to 24 October, then sailed to Nagoya, Japan, where she served as station hospital during the occupation of the area. On this duty, she was moored in the inner harbor at Ise Wan from 27 October through 3 November.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 02B9)
SHIPS' HISTORIES SECTION



HISTORY OF SHIPS NAMED CARDINAL

Three ships of the Fleet have been named CARDINAL for the American red crested bird of the Finch family.

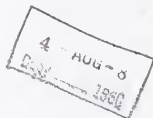
The first CARDINAL (AM 6) was built by the Staten Island Shipbuilding Company of New York. Her keel was laid 10 October 1917 and she was launched on 29 March 1918, under the sponsorship of Miss Isabella Nelson, daughter of the building superintendent for the Staten Island Shipbuilding Company. The minesweeper was placed in commission on 23 August 1918, Lieutenant (junior grade) Nels Drake, USN, in command.

CARDINAL had an overall length of 187 feet, 10 inches; extreme beam, 35 feet, 6 inches; a displacement of 950 tons; mean draft of 9 feet, 9 inches; a speed of 14 knots; and a complement of 78 officers and men. She was armed with two 3-inch .50 caliber anti-aircraft guns and two machine guns.

CARDINAL reported for duty to the Commandant of the Third Naval District and after minesweeping operations in the vicinity of Fire Island, served as a temporary lightship on Station New York Number Two (24 December 1918-10 July 1919). She cleared New York on 3 August 1919 for duty with the Pacific Fleet and reached her new base of San Diego on 6 October. Assigned to the Train and later to the Fleet Base Force, she operated principally from either San Diego or San Pedro for the remainder of her career, transporting supplies, provisions and passengers along the coast of southern California. Other usual duty included the towing of targets, ships and lighters.

CARDINAL stood out of San Pedro on 8 February 1923 and steamed with the Battle Fleet to Panama Bay where she served as duty tug during fleet battle practice, delivering stores and fresh water and transporting liberty parties from ship to shore. She returned from this cruise to San Pedro on 16 April 1923 and put to sea from that port on 23 May for waters of Alaska. She touched at Port Angeles, Washington (30 May-1 June) and was enroute to Dutch Harbor, Alaska, on 6 June 1923 when she ran aground on a reef off the east coast of Chirikof Island, Alaska. She immediately shipped large quantities of water in her broken hull. Some of her men landed on the island and were later taken off by the U. S. Coast and Geodetic Survey Steamer DISCOVERER. The fleet oiler CUYAMA (AO 3) reached the scene early the next morning. She took the remaining crew of CARDINAL on board and assisted in the salvage of material and stores. The colors of CARDINAL were hauled down that afternoon 7 June 1923 and her name was stricken from the Navy list 23 July 1923.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS ELKHORN (AOG 7)

USS ELKHORN (AOG 7) is named for the Elkhorn River which flows in Nebraska. She was built by Cargill Incorporated of Savage, Minnesota, and launched on 15 May 1943, under the sponsorship of Mrs. Joseph A. Flynn, wife of Lieutenant Commander Flynn, USN, Acting Professor of Naval Science and Tactics at the University of Minnesota. The gasoline tanker was placed in commission at New Orleans, Louisiana, on 12 February 1944, Lieutenant (jg) Thomas A. Norris, USNR, in command.

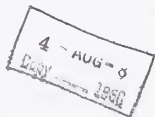
ELKHORN put to sea from New Orleans on 25 February 1944 and completed shakedown training enroute to Norfolk where she underwent final alterations. She cleared the last named port on 1 April and after loading aviation gasoline and other cargo at Aruba in the Netherlands West Indies, transited the Panama Canal on 15 April, bound by way of the Society Islands and Noumea, New Caledonia, for Milne Bay, New Guinea.

ELKHORN entered Milne Bay with her vital cargo of fuel on 21 May 1944. She received new cargo from merchant and Navy tankers and continued support of combat units engaged in the campaign for Hollandia. She supplied fuel at Cape Cretin, Tanahmerah Bay, Langemak Bay and Humboldt Bay, and occasionally replenished her supply by brief voyages to Seadler Harbor, Admiralty Islands. When the capture and occupation of Hollandia was effected, she gave similar support to the units engaged in the Western New Guinea operations, transporting aviation gasoline and diesel fuel to Noemfoor Island, Cape Sansapor, Morotai Island of the Halmahera Group, Mios Woendi and Biak, Schouten Islands.

ELKHORN shifted her operations to the Philippines on 8 March 1945 when she arrived at Leyte to carry fuel and cargo between the Philippine ports of Manila, Mindoro, Panay, Subic Bay, and Bantangas Bay. This duty kept her busy throughout the remainder of the war and she stood out of Subic Bay on 1 December 1945, bound by way of Pearl Harbor for overhaul on the west coast of the United States.

ELKHORN reached San Pedro, California, on 28 December 1945 and sailed from that port on 5 June 1946 to support the occupation forces in the Far East. Steaming by the way of Pearl Harbor, she arrived at Tsingtao, China, on 11 July and was underway on the 26th to deliver fuel to the occupation forces at Jinsen, Korea, before continuing on to Sasebo, Japan, thence to Shanghai where she arrived on 19 August 1946. A unit of Service Squadron THREE she spent the next seven months in logistic support to the occupation forces, running from Tsingtao to Shanghai, Jinsen, Funsan and Nagasaki. This service terminated on 15 March 1947 when ELKHORN got underway from Jinsen, Korea, for the Marianas Islands. She reported to

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF SHIPS NAMED EGRET

Two ships of the Fleet have been named EGRET for any of the various herons, which are wading birds of the family ardeidae.

The first EGRET (AMC 24) was built in 1937 by the J. L. Snow Company of Rockland, Maine. The former wooden dragger SS JULIA ELEANOR, she was acquired from John Hathaway of New Bedford, Massachusetts, on 4 November 1940. She was named USS EGRET (AMC 24) and fitted out as a coastal minesweeper in the yard of the Pierce and Kilburn Corporation of Fairhaven, Massachusetts.

EGRET had an overall length of 90 feet, 2 inches; extreme beam, 20 feet, standard displacement, 205 tons; mean draft, 9 feet, 6 inches; and a maximum speed of 9 knots.

EGRET was placed in service of the Fourth Naval District at Boston on 10 June 1941, Lieutenant (junior grade) Kenneth D. Gallinger, USNR, in charge. She cleared that port on 15 July 1941 to conduct training in the Chesapeake Bay from the Naval Mine Warfare School of Yorktown, Virginia, and after alterations in the Philadelphia Navy Yard, commenced local operations under the Fourth Naval District at Cape May, New Jersey. She entered the Philadelphia Navy Yard on 16 June 1944 for conversion to an auxiliary ship and reported for duty to the Naval Mine Warfare Test Station, Solomons Island, Maryland, on 8 July 1944. She was reclassified a miscellaneous auxiliary (IX 181), effective 17 July 1944, and served the test station throughout the remainder of World War II. Her name was stricken from the Navy list on 25 February 1946 and she was transferred to the Maritime Administration on 17 June 1946 for disposal by sale.

The second EGRET (MSC(O) 46) was built by the Astoria Marine Construction Company, Astoria, Oregon. She was launched 8 February 1943, under the sponsorship of Miss Barbara Jane Hickey, daughter of an employee of the builder. The motor minesweeper was placed in commission as the USS YMS-136 on 19 March 1943, Lieutenant William R. Stanwood, USNR, in command.

EGRET shifted from the builder's yard to Seattle on 1 April 1943 and after tests and alterations, cleared that port for sound training operations with submarines and surface craft out of San Diego. She got underway in convoy on 16 August for the Southwest Pacific, arriving in Havannah Harbor, Efate, New Hebrides Islands, on 25 September 1943. She was assigned anti-submarine patrol in the ocean approaches of Efate and dropped depth charges from her port stern rack to explode on an underwater sound contact in that area on 9 October 1943.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



X-E-192
U5
42

HISTORY OF SHIPS NAMED HOEL

USS HOEL (DDG 13) is the second ship of the Fleet to be named in honor of Acting Volunteer Lieutenant Commander William R. Hoel, U. S. Navy.

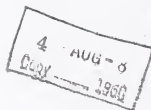
William R. Hoel was born in Ohio 7 March 1825 and entered the service as a pilot on 19 October 1861 under Flag-Officer A. H. Foote, U. S. Navy. Rated as a First Master, he was wounded on board the USS CINCINNATI during the battle of Fort Henry on 6 February 1862 and volunteered for duty on the USS CARONDELET when she ran past the batteries of Island Number 10 on 4 April 1862. Referring to this action Flag-Officer Foote wrote to the Secretary of the Navy, "I would especially call the attention of the Department to Acting First Master Hoel of the CINCINNATI, who so creditably volunteered his services to go in the CARONDELET, and did go in her, although he was attached to the gunboat CINCINNATI." Hoel was also thanked by name in General Orders issued by Secretary of the Navy Gideon Welles. He was appointed an Acting Volunteer Lieutenant on 29 April 1862, and when Captain Stembel was wounded on 10 May 1862, the command of the gunboat CINCINNATI fell to him.

On 29 October 1862 Hoel was ordered to the command of the USS PITTSBURG and was commended by Admiral David D. Porter during one of the attacks on Vicksburgh for bringing his ship between the fort and Flagship BENTON which had become unmanageable and thereby bearing the brunt of the fire. He was in command of PITTSBURG during 14-24 March 1863 when he took part on the expedition to Steel's Bayou for reconnaissance and the opening of an entrance into the Yazoo River. He took his ship some seventy miles and returned on streams so narrow that the willows and other trees along the banks had to be cleared away. This tedious task was made extremely hazardous by the enemy who felled trees across the river, then opened fire as they were up-rooted by ships or being cut away by the men.

Hoel was promoted to Acting Volunteer Lieutenant Commander on 10 November 1865. He was detached from PITTSBURG and ordered to USS VINDICATOR on 1 March 1865, serving on board the last named ship until 7 July when he was granted a leave of absence. He was honorably discharged on 30 December 1865.

The first HOEL (DD 533) was built by the Bethlehem Shipbuilding Company of San Francisco, California. Her keel was laid on 4 June 1942 and she was launched 19 December 1942, under the sponsorship of Mrs. Charles Bunker Crane, Jr., granddaughter of Acting Volunteer Lieutenant Commander William R. Hoel, U. S. Navy. The destroyer was placed in

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF SHIPS NAMED PROTEUS

USS PROTEUS (AS 19) is the third ship of the Fleet named for a prophetic Sea God in the service of Neptune. When seized he would assume different shapes to escape prophesying.

The first PROTEUS was a wooden screw steamer purchased at New York from William P. Williams on 5 October 1863. She was rigged as a schooner and had a length of 203 feet; beam 36 feet; draft of 13 feet 9 inches; and a maximum speed of 11 knots. She was armed with one 100-pounder Parrott rifle; two 30-pounder Parrott rifles; six 32-pounders; and two 12-pounder rifles.

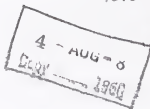
PROTEUS was commissioned in the New York Navy Yard on 15 March 1864, Commander Robert W. Shufeldt in command. She received a crew of 94 men and 6 boys on board and spent the next few weeks getting ready for sea. She sailed from New York on 11 April 1864 and joined Admiral Theodorus Bailey's East Gulf Blockading Squadron at Key West, Florida, on the 22nd.

PROTEUS put to sea from Key West on 14 May 1864 and stood along the coast of Cuba to watch for blockade runners bound from Nassau and the Windward Islands towards the Confederate port of Wilmington, North Carolina. She returned to Key West on 24 May without a prize but was underway on the 29th for the Bahama Banks on steamer lanes leading from Nassau to the United States. On the morning of 9 June 1864 she boarded the English schooner R. S. HOOD of Nassau, and found her to be a blockade-runner. Ensign T. W. Bell and six men took charge of this prize and PROTEUS steered across the Gulf Stream to Indian River, Florida, before resuming her search for blockade-runners along the Bahama Bank. On the morning of 27 June 1864 she captured the English blockade-runner JUPITER of London, bound for Wilmington, North Carolina.

PROTEUS cruised from Key West to waters off Cuba and along the Bahama Banks during most of her career. She made a prize of the blockade-runner ANN LOUISA of Havana on 6 September 1864 and delivered mail to the blockading fleet off Galveston, Texas, on the 29th. She captured the steamer RUBY of Havana on 27 February 1865 and came to anchor on 4 March off St. Marks River, Florida. Here Commander Shufeldt left PROTEUS to take charge of the naval forces cooperating with the Army in the expedition against St. Marks. Many ships of the Federal Fleet drew too much water to cross the bar of the river and only a few succeeded in getting up the river any distance as troops under General Newton marched into the interior towards Tallahassee. The army fell back when it became apparent that the naval forces could not support

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

X-E 192
U5



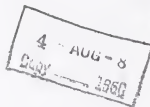
HISTORY OF USS LAMPREY (SS 372)

USS LAMPREY is named for an arctic sea eel whose scientific name is *Lampetra borealis* (Girard). She was built by the Manitowoc Shipbuilding Company of Manitowoc, Wisconsin. Her keel was laid 22 February 1944 and she was launched 18 June 1944, under the sponsorship of Mrs. William T. Nelson, wife of Commander Nelson, U. S. Navy, who was the prospective commanding officer of LAMPREY.

LAMPREY was placed in commission at Manitowoc on 17 November 1944, Commander William T. Nelson, USN, in command. After trials and training in Lake Michigan she was taken down the Mississippi River to New Orleans, and from that port, set course for the Canal Zone where she arrived on 22 December 1944. She completed twenty-one days of training in the Perlas Islands area under Commander Submarine Squadron THREE and cleared Balboa on 13 January 1945 for the Hawaiian Islands. She reached Pearl Harbor on the 29th and was assigned to Submarine Squadron FOUR and Submarine Division 43 for voyage repairs and final training. She put to sea from Pearl Harbor on 17 February 1945 to conduct her first war patrol. She searched off the Coast of Luzon until 12 March when she steamed for life guard station in support of the air strikes on Formosa. There were no calls for rescue service by the 25th when she was ordered to a new life guard station off Hong Kong. On 29 March she left her station to rendezvous with submarine TIGRONE off Hainan Strait where she surfaced on the 30th to find herself surrounded by about seventy-five junks. She went under them and four hours before midnight proceeded on a scouting line with TIGRONE. She sighted smoke on the 31st and flashed a contact report to TIGRONE who identified the target to be a hospital ship. The two submarines transited Singapore Straits on 8 April and steamed through the Karimata Straits the next day to enter the Java Sea. Finding no targets worthy of torpedo fire, LAMPREY transited Lombok Strait on 17 April bound for Fremantle, Western Australia, where she arrived on 22 April 1945.

LAMPREY cleared Fremantle on 21 May 1945 and entered the Java Sea five days later, bound for her assigned area in the Siam Gulf. Off Karimem Djawa Island the night of 28 May she made rendezvous to exchange information with BLUEBACK by blinker. While this was in progress she made radar contact with a 600 ton escort vessel, and falling astern of BLUEBACK, closed for a coordinated gun attack. Both submarines opened with their five-inch gun to score damage but the burning target escaped to the north, still firing his guns. LAMPREY exchanged gossip with British submarine HMS TRENCHANT on 3 June and patrolled north of Atas Island the next day. She inspected the anchorage of Pula Panjang on the 24th, and ten minutes before midnight received a request from fleet

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS MACABI (SS 375)

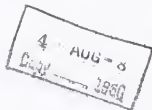
USS MACABI (SS 375) was named for a fish of the tropical seas known scientifically as *Albula vulpes* (Linnaeus). She was built by the Manitowoc Shipbuilding Company of Manitowoc, Wisconsin. Her keel was laid 1 May 1944 and she was launched 19 September 1944, under the sponsorship of Mrs. Arthur S. Carpender, wife of Rear Admiral Carpender, USN, Commandant of the Ninth Naval District with headquarters at Great Lakes, Illinois. The fleet submarine was commissioned at Manitowoc on 29 March 1945, Commander Anthony Henry Dropp, USN, in command.

MACABI conducted trials and training on Lake Michigan until 18 April 1945 when she cleared port for New Orleans. The morning of the 19th she entered a floating drydock at Lockport, Illinois, for transit of Chicago and Mississippi Rivers. She reached New Orleans on 26 April and put to sea three days later for shakedown operations from the Submarine Operating Base of Balboa, Panama Canal Zone. She departed that base on 3 June for final training in Hawaiian waters and stood out of Pearl Harbor on 9 July for the Marianas Islands.

She entered Apra Harbor, Guam, on 19 July 1945 and got underway on the 20th to take life guard station in support of the air strikes on Truk where she arrived the next day. She dived to avoid two aerial bombs off Moen Island on 31 July and continued life guard duty for Liberator bombers off Truk until 2 August. She returned to Apra Harbor on 4 August for voyage repairs and was underway again on the 13th for more life guard patrol. Hostilities with Japan terminated before she reached her station and she was ordered to Pearl Harbor where she touched 27-29 August on her way to San Francisco.

She reached San Francisco Bay on 5 September 1945 and soon entered the Mare Island Navy Yard for inactivation overhaul. She was decommissioned in the yard on 16 June 1946 when Commander Henry Anthony Dropp was detached from duty as her commanding officer. She has remained inactive since that time and is scheduled for loan to the Government of Argentina on 23 June 1960, under terms of the Military Assistance Program.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

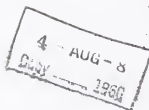


HISTORY OF SHIPS NAMED BUCHANAN

The guided missile destroyer BUCHANAN (DDG 14) is the third ship of the Fleet named in honor of Franklin Buchanan, Captain in the United States Navy, and ranking officer of the Confederate States Navy.

Franklin Buchanan was born on the family estate "Auchentorlie", at Baltimore, Maryland, 17 September 1800. He received his Midshipman's Warrant on 2 January 1815 and spent the next ten years in Mediterranean cruises aboard frigate GANGES and ship-of-the-line FRANKLIN; in Atlantic Coast Survey work on board the brig PROMETHUS, and in suppression of the pirate menace in the Caribbean on board HORNET. He had command of BALTIMORE from the time of her launching at Baltimore, Maryland, in 1826, until her delivery to the Brazilian Minister of Marine, 5 January 1827. After cruising in the Caribbean on board NATCHEZ and serving in the Mediterranean in frigate CONSTELLATION, he returned to Norfolk in November 1831 to commence a three-year furlough. In August 1833 he set sail in ship-of-the-line DELAWARE who debarked the U. S. Minister to France, Edward Livingston, at Cherbourg before arrival in the Mediterranean. He returned home on board frigate UNITED STATES on 6 October 1834 and after a period of leave, assisted members of a board testing the safety and efficiency of guns at Norfolk in 1836. In the following eight years he was in command of the Receiving Ship at Baltimore; served as Flag Lieutenant to Commodore Claxton on board CONSTITUTION on South American Station, then had command of sloop VINCENNES while protecting American lives and property along the coast of Mexico and Texas. He was detached from the VINCENNES in August 1844 and returned to his home, now "The Rest" situated on the Miles River near Easton, Maryland. The following year George Bancroft became Secretary of the Navy. He planned to have Fort Severn at Annapolis transferred from the War Department to the Navy and to start a school there for midshipmen. A Board of Navy Officers convened at Bancroft's request 2 June 1845, to examine midshipmen entitled to promotion, favored Annapolis as a site of a school. Commanders Buchanan, McKean and Dupont, forming a special board to represent younger elements of the Navy, also chose Fort Severn. On 14 August 1845 Buchanan was officially appointed the first Superintendent of the Naval School which formally opened on 10 October 1845. Upon outbreak of the War with Mexico in April 1846, his request for sea duty was refused by Secretary Bancroft who wrote: "Were it not for the important business in which you are at present engaged, you would be one of the first on whom the Department would call." The School opened its second year on 12 October 1846 with better equipment and Buchanan's second application for sea duty resulted in orders of 2 March 1847, to command sloop GERMANTOWN. He took command of the sloop at Norfolk on 15 March and sailed to take part in the capture of Tuspan

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 0939)
SHIPS' HISTORIES SECTION



HISTORY OF USS PICKING (DD 685)

USS PICKING (DD 685) was named in honor of Captain Sherwood Picking, USN, who lost his life in a plane crash in Scotland enroute to London, England, 1 September 1941. Captain Picking was born in Baltimore, Maryland, 21 February 1890, and graduated from the United States Naval Academy in the class of 1911. During World War I, he was cited for his distinguished and heroic actions as commanding officer of a submarine operating in enemy waters. Among his later commands were Submarine Squadron Three with additional duty in command of the Submarine Base at Coco Solo, Canal Zone. He served in the Office of the Chief of Naval Operations from April 1941, and at the time of his death, was performing temporary duty in London.

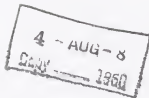
PICKING was built by the Bethlehem Steel Company at its Staten Island yards, where her keel was laid 24 November 1942. Mrs. Sherwood Picking, widow of Captain Picking, was sponsor at the destroyer's launching 1 June 1943. PICKING was commissioned at the Brooklyn Navy Yard 21 September 1943, with Commander Raymond S. Lamb, USN, as her first commanding officer.

After a six week shakedown off Bermuda, and a post-shakedown availability, PICKING sailed for the Panama Canal Zone, where she arrived 9 December 1943 to report for duty in the Pacific Fleet. Assigned to duty in the North Pacific, she cleared for Dutch Harbor in the Aleutian Islands, where she arrived 28 December to assume duty as flagship of Destroyer Squadron Forty-Nine.

During the next seven months, while operating with the Ninth Fleet in the Aleutian area, PICKING took part in five offensive operations against enemy shipping, and installations in the Kurile Islands, Japanese possessions. The first of these attacks occurred on 4 February 1944, when the destroyers and cruisers of the Ninth Fleet bombarded the Karabu-Zaki area on Paramushiru. In this first naval bombardment of Japanese home territory in World War II, none of the United States ships were hit by the return fire of enemy shore batteries, and all returned to port unharmed save from the damage caused by heavy North Pacific seas.

On 3 and 4 March 1944, the same force again sailed for the Kuriles. After searching the Sea of Okhotsk in search of enemy shipping, none of which was found, the Ninth Fleet ships encountered strong winds and high seas, the usual concomitants of action in the North Pacific. Twice an approach was made to Paramushiru for another bombardment, but the poor weather conditions prevented the carrying out of this operation.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF SHIPS NAMED DELAWARE

Six ships of the Fleet have been named DELAWARE for the first state in the Union which was a region first visited by Henry Hudson in 1609. Lord Delaware, Governor of Virginia, entered the bay in 1610 and after the surrender of New Amsterdam (New York) in 1664, the Delaware settlements passed into the hands of the English. Delaware was represented in the Continental Congress and was the first of the States to ratify the Federal Constitution.

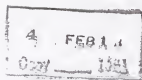
The first DELAWARE was one of the original thirteen frigates authorized by the Continental Congress on 13 December 1775. She was built in the yard of master-builder Warwick Coates of Philadelphia, Pennsylvania. Classed a Continental frigate of 24 guns, she had a length of 117 feet, 9½ inches on her berth deck; extreme beam, 32 feet, 10½ inches; tonnage 563; and depth in hold, 9 feet, 8½ inches. She was armed with twenty-two 12-pounders, six 6-pounders, and an unknown number of swivels.

DELAWARE was launched in July 1776. She was under the command of Captain Charles Alexander but the occupation of New York and Philadelphia by the British kept her in the Delaware River. She acted as a floating defense in an effort which delayed the British fleet from approaching Philadelphia and supplying the British Army under General Howe who took possession of Philadelphia on 26 September 1777. She was joined in this vital service by smaller ships of the Continental Navy and the entire Pennsylvania State Navy under Commodore John Hazelwood.

The British began swift erection of batteries along the river front the moment of their arrival in Philadelphia. DELAWARE advanced upon the enemy fortifications with several smaller ships before the task was completed and opened a destructive fire while anchored some 500 yards from shore. It was her misfortune to go aground on the ebb tide of 27 September 1777 and she came under concentrated fire of British field artillery. She was bravely defended but Captain Alexander was finally compelled to strike his flag and DELAWARE fell into enemy hands. She was taken into the Royal Navy and was sold out of British service in March 1783.

The second DELAWARE was originally the merchant ship HAMBURG PACKET. She was built at Philadelphia in 1794 and purchased by the Navy on 5 May 1798 from Philip Nicklin and Robert E. Griffith. HAMBURG PACKET was taken into the United States Navy at Philadelphia and fitted out as the 20-gun ship of war DELAWARE.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



X-F182
.45

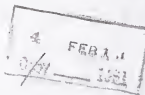
#49

BRIEF HISTORY OF THE WESTERN FLOTILLA, LATER MISSISSIPPI SQUADRON

As naval operations on the western rivers were first deemed in the sphere of the Army, not the Navy, it fell to the War Department to order the first Union ironclads. Shortly after the surrender of Fort Sumter, Secretary of the Navy Gideon Welles referred proposals for building a fleet on western rivers to the War Department. Thus it came about that the construction of the Western Flotilla was authorized upon requisition of Lieutenant General Thomas A. Scott, with the approval of the Secretary of War, and under the direction of Commander John Rodgers, U. S. Navy. The last named officer was ordered by Secretary Welles on 16 May 1861 to report to General George B. McClellan, United States Army, to assist in establishing a naval armament on the Mississippi River and its tributaries. He was to be given able assistance by Naval Constructor Samuel M. Pook.

Commodore John Rodgers, acting in conjunction with and subordinate to the Army, purchased three side-wheel steamers at Cincinnati and fitted them for service, the money being furnished by the War Department. They became the wooden steam gunboats TYLER, LEXINGTON, and CONESTOGA, nucleus of the great Mississippi River Fleet. During this same time, 1 June 1861, John Lenthall, Chief of the Bureau of Construction and Repair, Navy Department, since 1853, submitted to General Joseph G. Totten of the Army Engineer Corps, a plan for a wooden paddle steamer of 436 tons and five feet in draft, carrying four 8-inch guns, to serve as a basis for designing the river fleet. He advised the War Department to consult some western steamboat constructors and to rely on Naval Constructor Samuel M. Pook for any necessary modification of the plan. The Quartermaster General advertised for bids after this project was officially endorsed, and on 7 August 1861, awarded to James B. Eads, an expert on Mississippi River craft, the contract for seven gunboats which became the ST. LOUIS (later named BARON DE KALB), CARONDELET, CINCINNATI, LOUISVILLE, MOUND CITY, CAIRO and PITTSBURG. These wooden iron-clad gunboats were delivered to the Army on 5 December 1861. They had an overall length of 175 feet; beam of 50 feet; tonnage, 512; and each mounted thirteen guns in a casemate with sloping ends and sides. The hull, divided into fifteen water-tight compartments, enclosed a single paddle-wheel in the stern. Iron, two and a half inches thick, covered the sloping bow casemate and the inclined sides abreast of the engines, leaving more than half the topside unarmored. A conical armored pilot house later proved of little protection to many of the brave Mississippi pilots who lost their lives at the wheel. Meanwhile, under authority of General John C. Fremont, a snag-boat was fitted out by Eads on plans of his own, into the most powerful of the Western river iron-clads of 1862. She became the 1000-ton gunboat BENTON, mounting sixteen guns in a sloping casemate protected with three and one-half inches of

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS GROSSE POINTE (PC 1546)

USS GROSSE POINTE (PC 1546) is named for a city in the state of Michigan. Originally designated USS PC-1546, her name was assigned on 15 February 1956. She was built by the Consolidated Shipbuilding Corporation of Morris Heights, New Jersey. Her keel was laid 28 November 1943 and she was launched 30 January 1944, under the sponsorship of Mrs. Wilfred J. Feeney, wife of Lieutenant Feeney, USNR. The submarine chaser was placed in commission as the USS PC-1546 in the New York Navy Yard on 5 June 1944, Lieutenant James C. Watts, USNR, in command.

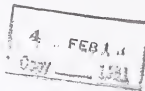
GROSSE POINTE stood out of New York Harbor on 17 June 1944 for anti-submarine warfare training from the U. S. Naval Training Center at Miami, Florida. She returned to the New York Navy Yard on 19 July for post-shakedown alterations and cleared the Frontier Base at Tompkinsville on 10 August 1944 as a part of the escort for a convoy which reached Guantanamo Bay on the 17th. She returned to Tompkinsville on 28 August and spent the next eight months in the anti-submarine screen of troop and supply convoys moving down the eastern seaboard from New York to Key West, Florida, and Guantanamo Bay, Cuba. She completed the last of these many escort runs upon her arrival at New York from Guantanamo Bay on 22 May 1945.

GROSSE POINTE underwent voyage repairs in the New York Navy Yard and put to sea on 12 June 1945 for the Pacific. She left the Panama Canal astern on 17 June and touched San Diego, the Hawaiian and Marshall Islands on her way to Ulithi Atoll in the Caroline Islands. She reached the last named base on 8 August 1945 and patrolled air-sea rescue lanes towards Guam until 21 October when she shifted to base at Apra Harbor and commenced identical duty in air-sea rescue lanes off the north end of Guam Island.

On 10 November 1945 GROSSE POINTE cleared Apra Harbor with passengers and freight for Buckner Bay, Okinawa (15-16 November) and Jinsen, Korea (21-23 November). Returning from this cruise to Guam on 29 November 1945, she resumed sea-air rescue patrol from her base at Apra Harbor. This service continued for the next thirty months with time out for freight and passenger runs to Tanapag Harbor, Saipan Island; Truk Atoll, Caroline Islands; and to Chichi Jima, Bonins. On one of these runs she cleared Apra Harbor on 5 December 1947 with passengers and freight for Chichi Jima, then sailed from that base to spend the Christmas holidays in Yokosuka (15-27 December). She then resumed operations from Apra Harbor until 14 July 1948 when she put to sea for air-sea rescue patrol in the Hawaiian Islands.

GROSSE POINTE served as air-sea rescue station ship at Midway Island during 25 July to 10 September 1943 and after overhaul in the Pearl Harbor

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



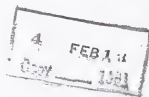
HISTORY OF USS ANACORTES (PC 1569)

USS ANACORTES (PC 1569) was named for a city in the state of Washington. Originally designated USS PC-1569, her name was assigned on 15 February 1956. She was built by the Leathem D. Smith Shipbuilding Company of Sturgeon Bay, Wisconsin. Her keel was laid 26 September 1944 and she was launched 9 December 1944, under the sponsorship of Mrs. Nelle Hines, Chairman of the Women's Division of Grant County War Finance Committee, Indiana. The submarine chaser was placed in commission at New Orleans, Louisiana, on 14 March 1945, Lieutenant (jg) John G. Davidson, USNR, in command.

ANACORTES entered the Gulf of Mexico for the first time on 29 March 1945 for structural firing tests, then was underway for Miami, Florida, where she arrived on 3 April for shakedown training, followed by three days of anti-submarine warfare training under the Fleet Sonar School at Key West. She cleared the last named port on 12 May to transit the Panama Canal, then made passage by way of San Diego and Pearl Harbor to Eniwetok Atoll in the Marshall Islands where she reported 8 July 1945 for duty with Service Squadron TEN. After receiving fuel, provisions and voyage repairs, she put to sea on 11 July and reached Port Apra, Guam, Mariana Island, on the 15th. She acted as a harbor entrance patrol ship for Port Apra until the close of hostilities, taking time out for infrequent escort of submarines to nearby Saipan.

ANACORTES cleared Port Apra on 15 September 1945 and reached Woleai Atoll in the Caroline Islands the morning of the 17th to assist in the inspection of the Japanese hospital ship TAKASAGO MARU which arrived and lay to off the south shore to evacuate Japanese troops from the islands of Woleai Atoll. At ten o'clock in the morning of 19 September 1945, a shore party from ANACORTES took part in the flag raising ceremony on Woleai Island. The TAKASAGO MARU left early the next afternoon for Japan and ANACORTES sailed from Woleai Atoll on the 21st to take patrol station in the air-sea rescue lanes off the north shore of Guam Island. She cleared that island on 10 October to touch at Buckner Bay, Okinawa (14-27 October), then served as air-sea rescue ship for the escort carrier NASSAU (CVE 16) as she launched planes off the coast of China. After a visit to Tsingtao, China (20-22 October) and Guinan, Samar, Philippine Islands (27-29 October), she resumed operations from Apra Harbor, Guam, on 1 November 1945. In addition to patrol in designated air-sea rescue lanes off that port, she made a voyage to Marcus Island, delivered a Coast Guard weather and communications unit to Potangeras, Ulithi Atoll, and transported Army men back to Apra Harbor. She also made a number of passenger and cargo runs to Chichi Jima and Iwo Jima.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS COBIA (SS 245)

USS COBIA is named for a fish scientifically known as *Rachycentron canadus*. Also spelled "Cabia", it is the only member of its fish family and is known under several common names, such as "crab-eater", "sergeantfish", and "black bonito." The Cobia is a voracious, carnivorous species, feeding on fish and crustaceans. It has powerful jaws, crushing its prey, thus the name "crab-eater." The Cobia is black above, with two lengthwise black bands along the sides separated by pale streaks. The dorsal or back fin and the tail fin are dusky blackish, and the anal or lower median fin and the pelvics are white or grayish. This important food fish occurs in all warm seas and may occasionally reach a weight of sixty pounds, although one was reported weighing eighty-four pounds.

COBIA was built by the Electric Boat Company of Groton, Connecticut. Her keel was laid 17 March 1943 and she was launched on 28 November 1943, under the sponsorship of Mrs. Carey W. Magruder, wife of Captain Magruder, Commandant of the Newport Naval Training Station. The fleet submarine was commissioned at New London on 29 March 1944, Lieutenant Commander Albert L. Becker, USN, in command.

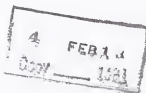
COBIA conducted torpedo trials in the local operating areas of Newport, Rhode Island, and cleared New London, Connecticut, on 6 May 1944 for the Pacific. She reached Pearl Harbor on 3 June 1944 for final training in the Hawaiian area and was underway for her first war patrol on the 26th.

COBIA set course for the Bonin Islands. One hour before midnight of 6 July 1944 she encountered a converted trawler of about 400 tons, armed with depth charges and machine guns. She battle surfaced and riddled that enemy which was left afire fore and aft. She headed for Iwo Jima to have a look at the roadstead and found a destroyer 28 miles off that shore. As she raised the "scope" for a firing bearing, a float plane dropped a bomb close aboard and gave her a thorough shaking. She managed to get off a shot in spite of this interference but the force of the exploding bomb sent the gyros whirling and this torpedo went off course with a swinging gyro. She checked her fire momentarily and maneuvered for a "bow-and-arrow" try as an enemy minelayer closed at twenty knots and COBIA dived for cover. She was only eighty feet under the water when this hunter passed down the port side so close that the sound of screws was audible in COBIA's conning tower. The destroyer and minelayer worked her over for an hour with twenty-six depth charges, none of which exploded close enough for damage. Figuring the odds against battling two alerted warships with air escorts were not in her favor, COBIA cleared for the center of her patrol area to cover shipping routes to Iwo Jima. On 13 July she pulled hard towards two merchantmen which were guarded by three escorts. Three torpedoes streaked towards

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

X-E 182
.45

#53



HISTORY OF USS S-36 (SS 141)

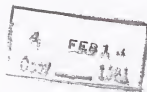
USS S-36 was built by the Bethlehem Steel Company of San Francisco, California, sub-contractor for the Electric Boat Company. Her keel was laid on 10 December 1918 and she was launched 31 May 1919, under the sponsorship of Miss Helen N. Russell, daughter of Lieutenant George L. Russell, Assistant to the Inspector of Engineering Material. The fleet submarine was placed in commission on 4 April 1923, Lieutenant Leon O. Alford, USN, in command.

S-36 fitted out in the Mare Island Navy Yard and completed her shakedown training in local operating areas of San Pedro, California. She cleared that port on 9 June 1923 for maneuvers in waters of Alaska, then resumed tactics along the California Coast from San Pedro on 25 August. She was underway on 2 January 1924 for winter maneuvers and fleet problems in the Caribbean Sea which found her cruising from ports in Puerto Rico, the Virgin Islands, and Port-of-Spain, Trinidad, British West Indies. Returning to San Diego on 24 April, she soon entered the Mare Island Navy Yard for overhaul until 15 September 1924. Two days later she steamed with Submarine Division Seventeen out of San Francisco Bay, bound by way of Pearl Harbor and Apra Harbor, Guam, to the Cavite Navy Base in the Philippine Islands. She reached the last named base on 4 November 1924 and joined the United States Asiatic Fleet.

S-36 spent the next seventeen years on Asiatic Station, alternating winter operations in Philippine waters, with summer and fall cruising on the China Coast from Shanghai or Tsingtao. Practice war patrols and scouting tactics were carried out off the west coast of Luzon and in areas extending to the coast of Borneo and Celebes. Her last practice patrol terminated off Tawi Tawi, southernmost island of the Sulu Archipelago, on 4 October 1941.

Some thirty minutes before the high noon of 2 December 1941, a dispatch was received on board S-36 directing her commanding officer to report on board the flagship. Her overhaul had started the day before and all machinery was put back in commission while Lieutenant James R. McKnight, Jr., USN, reported to Admiral Thomas C. Hart, Commander in Chief of the United States Asiatic Fleet. The crew worked near the limit of their endurance as they took on board water, stores and other special provisions. All machinery was in commission by 2000 and torpedomen toiled for thirteen hours without rest in making preliminary adjustments and loading torpedoes. One hour past midnight the submarine slipped away from alongside tender CANOPUS to carry out a secret mission outlined in verbal orders of Admiral Hart. The deterioration in relations between the United States and Japan

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF SHIPS NAMED STINGRAY

Two submarines of the Fleet have been named STINGRAY for a fish scientifically known as *Dasyatis sabina*. The dorsal spines near the end of the whiplike tail of the STINGRAY are capable of inflicting severe wounds.

The first STINGRAY (SS 13) was built by the Fore River Shipbuilding Company of Quincy, Massachusetts. Her keel was laid 4 March 1908 and she was launched 8 April 1909, under the sponsorship of Miss Elizabeth Stevens, stepdaughter of Naval Constructor W. B. Ferguson, USN. The submarine was placed in commission on 23 November 1909, Ensign Eldred B. Armstrong, USN, in command.

STINGRAY had an overall length of 105 feet 4 inches; extreme beam, 13 feet 11 inches; normal displacement, 238 tons; mean draft, 10 feet; submerged displacement, 275 tons; designed complement, 1 officer and 14 men; and a designed depth of 200 feet. She had a designed speed on the surface of 10.5 knots and was designed to make 9 knots submerged. Her armament was two 18-inch torpedo tubes and she carried four torpedoes.

STINGRAY became a unit of the Atlantic Torpedo Fleet which accomplished much instructive work to the great benefit of the torpedo service as it cruised along the eastern seaboard, taking time out for drills with the U.S. Atlantic Fleet in waters off Cuba and in the area of Cape Cod Bay. Her name of STINGRAY was canceled and she was redesignated USS C-2, effective 17 November 1911.

C-2 continued duty with the Atlantic Torpedo Fleet until it ceased to exist as a separate organization in March 1912. With eight other submarines and three submarine tenders, she then constituted the Atlantic Submarine Flotilla. She continued tactics and drills along the eastern seaboard from Boston, New York and Norfolk, clearing the last named port on 20 May 1913 for operations in the Caribbean Sea out of Guantanamo Bay, Cuba. During 7-12 December 1913 she joined four other "C Boats" (C-1, C-3, C-4 and C-5) in the 700-mile passage from Guantanamo Bay to Cristobal, Panama Canal Zone. This was the longest cruise made up to that time by United States submarines operating under their own power and was successfully completed without serious engineering mishap.

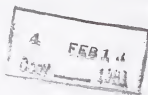
C-2 based at Coco Solo, Panama Canal Zone during most of her remaining career. She was a part of the harbor defense at Colon, Panama, upon the outbreak of World War I and reached Key West on 21 June 1918 for defense patrol along the coast of Florida. She returned to Cristobal, Panama Canal Zone, on 1 September 1918 and was decommissioned at the Submarine Base, Coco

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

X-E182

.U5

#55



HISTORY OF USS CHIPOLA (AO 63)

USS CHIPOLA (AO 63) is named for a river which flows in the state of Florida. She was built under a Maritime contract by the Bethlehem Steel Company, Sparrows Point, Maryland. The fleet oiler was launched on 21 October 1944, under the sponsorship of Mrs. Percy C. Chubb.

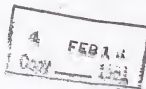
CHIPOLA was placed in commission at Baltimore on 30 November 1944, Commander Elmore G. Genthner, USNR, in command. After shakedown training in the Chesapeake Bay she cleared Norfolk on 30 December 1944 for the Pacific. Touching at Aruba, Netherlands West Indies for a cargo of fuel oil, she transited the Panama Canal to make passage by way of Pearl Harbor to Eniwetok Atoll in the Marshall Islands. She reached the last named port on 31 January 1945 and became a unit of a logistic support group under Rear Admiral Donald B. Beary who flew his flag in the cruiser DETROIT.

CHIPOLA got underway from Eniwetok on 9 February 1945 for the forward area to the northeast of the Marianas Islands where she fueled carriers, cruisers, battleships and destroyers engaged in the bitter struggle for Iwo Jima and the supporting aircraft carrier strikes on Tokyo. She was one of twenty-six fleet oilers which contributed nearly three million barrels of fuel oil, more than seven million gallons of aviation gasoline, and more than a hundred thousand barrels of diesel oil to heavy warships during the Iwo Jima Campaign. Other ships of her replenishment group included sea-going tugs, provision ships, storeships, and escort carriers loaded with replacement aircraft. For the first time in the war, ammunition ships, provision and stores ships moved with the logistic support group for replenishment at sea operations.

CHIPOLA returned from her last mission of the Iwo Jima Campaign to Ulithi Atoll in the Caroline Islands on 5 March 1945. She was in that harbor the night of 11-12 March 1945 when two Japanese suicide planes sneaked in low over the water and one crashed the aircraft carrier RANDOLPH. All the ships in the harbor promptly blacked out and the fire on the carrier was under control within the half hour. The second suicide plane crashed in flames ashore.

CHIPOLA stood out to sea from Ulithi on 13 March 1945 to assist in the conquest of Okinawa. During this campaign she continued as a unit of Rear Admiral Beary's Logistic Support Group which maintained on station at all times, about ten fleet oilers, five ammunition ships, two escort carriers, and one or two provision ships. Almost every morning this support group would service one of the carrier groups of the Fast Carrier Task Force FIFTY-EIGHT. Early in the morning, prior to the arrival of the ships of

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS PLATTE (AO 24)

USS PLATTE (AO 24) is named for a river in Nebraska. She was built under a Maritime Commission contract by the Bethlehem Steel Company, Baltimore, Maryland. The fleet oiler was launched on 8 July 1939, under the sponsorship of Mrs. Harold R. Stark, wife of Admiral Stark, Chief of Naval Operations.

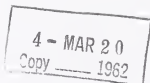
PLATTE was placed in commission at Norfolk on 1 December 1939, Commander Pal L. Meadows, USN, in command. After fitting out in the Philadelphia Navy Yard she cleared Norfolk on 27 March 1940 on the first of two voyages to the oil docks of Houston, Texas, where she took on liquid cargo for delivery into the tanks of the Naval Operating Base at Norfolk, Virginia. She was underway again from Norfolk on 21 May and loaded fuel oil at Houston for support of the fleet operating from the Panama Canal Zone. She again received oil at Houston during 19-20 June and left Balboa astern on 10 July 1940. During the next forty-five days she provided fuel, provisions and food to the fleet tugs CAPELLA and NAVAJO who towed the huge floating drydock YFD-2 towards the Hawaiian Islands. The towing expedition entered Pearl Harbor on 23 August 1940 and PLATTE reached her new base of San Pedro, California on 4 September 1940. For the next fourteen months PLATTE carried liquid cargo, passengers and freight from the last named port to Pearl Harbor. Her last voyage to Hawaii prior to outbreak of war terminated at San Diego on 26 November 1941 and she was in that port when the Japanese struck Pearl Harbor.

On 8 December 1941 PLATTE embarked fifty-five military passengers for the Hawaiian Islands. These men had found their leave canceled upon outbreak of war and were from such illustrious fighting ships as cruisers NEW ORLEANS, MINNEAPOLIS, PORTLAND and ASTORIA; battleships CALIFORNIA and TENNESSEE; the aircraft carrier LEXINGTON (CV 2); and the destroyer tender WHITNEY. She loaded fuel oil cargo in Los Angeles Harbor and put to sea on 17 December 1941 in a convoy guarded by cruiser PHOENIX and three destroyers.

PLATTE entered Pearl Harbor on 24 December 1941 and was underway on 11 January 1942 in company with the famed aircraft carrier ENTERPRISE (CV 6), flagship of Admiral William F. Halsey, Jr., Commander of Task Force EIGHT. She refueled this carrier task force as it guarded convoy lanes for the safety of troop and cargo ships reinforcing the Samoan Islands. During 28-29 January 1942, she fueled four cruisers as well as the ENTERPRISE to whom she also delivered aviation gasoline which powered her aircraft on the first carrier strike of the Pacific war.

#57

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF SHIPS NAMED KENNEDEC

USS KENNEDEC (AO 36) is the second ship of the Fleet named for the Kennebec River in the State of Maine.

The Kennebec River flows from Moosehead Lake in west central Maine, running southward about 150 miles to the Atlantic Ocean. This important stream was explored by Champlain in 1604 and the first English settlement in Maine, Fort St. George, was made at its mouth in 1607. The Kennebec receives the Androscoggin River about twenty-five miles below the State Capital of Augusta, forming Merrymeeting Bay and the harbor at Bath, some twelve miles from the Atlantic. The Kennebec is an important source of water power for the cities of Augusta, Hallowell, Bingham, Skowhegan, Waterville and Gardner. Teaming with the Sabisticook, she powers the manufacturing centers for shoes, textile, paper and pulp products, as well as those firms engaged in dairying, canning and shipping of farm and orchard produce.

The first KENNEDEC was a 507-ton wooden gunboat screw steamer, with topsail schooner rig. Her hull was built under government contract by C.W. Lawrence of Thomaston, Maine, and her engines manufactured by the Novelty Iron Works, New York. The gunboat was launched 5 October 1861 and delivered to the government at the Boston Navy Yard on 15 December of the same year. She was fitted out in the Boston Navy Yard and commissioned 8 February 1862.

KENNEDEC had a length of 158 feet, 4 inches, beam, 28 feet, and displaced 691 tons. Her depth of hold was 12 feet; draft 10 feet, 3 inches; and she was originally armed with one 11-inch Dahlgren smooth bore; one 20-pounder Parrott rifle, two 24-pounder howitzers. One heavy 12-pounder gun was added in June 1863, and in March 1865 one of the 24-pounder howitzers was removed while a 30-pounder Parrott rifle was substituted for the 20-pounder rifle.

KENNEDEC was assigned to Admiral David G. Farragut's West Gulf Blockading Squadron. Commanded by Lieutenant John H. Russell, USN, she crossed the bar of the Mississippi River the early afternoon of 8 March 1862 and spent the following days reconnoitering the Southwest Pass. On 29 March she carried Admiral Farragut and a part of his staff down the Southwest Pass to the MONTGOMERY which the Admiral boarded to visit ships outside the bar.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF SHIPS NAMED KENNEBEC

USS KENNEBEC (AO 36) is the second ship of the Fleet named for the Kennebec River in the State of Maine.

The Kennebec River flows from Moosehead Lake in west central Maine, running southward about 150 miles to the Atlantic Ocean. This important stream was explored by Champlain in 1604 and the first English settlement in Maine, Fort St. George, was made at its mouth in 1607. The Kennebec receives the Androscoggin River about twenty-five miles below the State Capital of Augusta, forming Merrymeeting Bay and the harbor at Bath, some twelve miles from the Atlantic. The Kennebec is an important source of water power for the cities of Augusta, Hallowell, Bingham, Skowhegan, Waterville and Gardner. Teaming with the Sabisticook, she powers the manufacturing centers for shoes, textile, paper and pulp products, as well as those firms engaged in dairying, canning and shipping of farm and orchard produce.

The first KENNEBEC was a 507-ton wooden gunboat screw steamer, with topsail schooner rig. Her hull was built under government contract by G.W. Lawrence of Thomaston, Maine, and her engines manufactured by the Novelty Iron Works, New York. The gunboat was launched 5 October 1861 and delivered to the government at the Boston Navy Yard on 15 December of the same year. She was fitted out in the Boston Navy Yard and commissioned 8 February 1862.

KENNEBEC had a length of 158 feet, 4 inches, beam, 28 feet, and displaced 691 tons. Her depth of hold was 12 feet; draft 10 feet, 3 inches; and she was originally armed with one 11-inch Dahlgren smooth bore; one 20-pounder Parrott rifle, two 24-pounder howitzers. One heavy 12-pounder gun was added in June 1863, and in March 1865 one of the 24-pounder howitzers was removed while a 30-pounder Parrott rifle was substituted for the 20-pounder rifle.

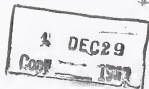
KENNEBEC was assigned to Admiral David G. Farragut's West Gulf Blockading Squadron. Commanded by Lieutenant John H. Russell, USN, she crossed the bar of the Mississippi River the early afternoon of 8 March 1862 and spent the following days reconnoitering the Southwest Pass. On 29 March she carried Admiral Farragut and a part of his staff down the Southwest Pass to the MONTGOMERY which the Admiral boarded to visit ships outside the bar.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORY SECTION

X-E182

.U5

#59



HISTORY OF SHIPS NAMED DALE

USS DALE (DLG 19) is the fifth ship of the fleet to be named in honor of Commodore Richard Dale, United States Navy.

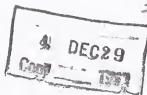
Richard Dale was born 6 November 1756 in Norfolk County, Virginia, the son of Winfield and Ann (Sutherland) Dale. He shipped on board a merchantman for Liverpool in 1768 and two years later was regularly apprenticed to a Norfolk ship-owner and made several voyages to the West Indies. He had risen to the station of chief mate by outbreak of the American Revolutionary War and entered on his first naval service early in 1776 as a lieutenant on board one of the light cruisers fitted out by Virginia. Captured and confined on a prison ship, the young adventurer came under the influence of a Loyalist schoolmate and served under him as one of the crew of the eight-gun British sloop EDWARD, a tender to the British frigate LIVERPOOL. The tender was captured on 7 April 1776 by the American Navy Brig LEXINGTON and that very day Richard Dale entered the Continental Navy as midshipman.

After a voyage to the West Indies in LEXINGTON, Dale, now rated a master's mate, sailed in that same brig from Baltimore on 27 February 1777. The LEXINGTON captured two small British ships before joining the REPRISAL and DOLPHIN at the mouth of the Loire River. On 28 April 1777 the squadron entered the Irish Channel from the south and after passing through the north channel, reached the Irish sea off the ports of Glasgow and Grennock, being in position to intercept both coastal and inter-ocean commerce. Two brigs and two sloops were taken north of Ireland and fourteen additional captures were made in the Irish sea. Eight of the 18 prizes were sent into French ports, seven were sunk, one was used to allow prisoners from 17 ships to return to England and one ship was kept as tender. LEXINGTON was captured by the British cutter ALERT on 19 September 1777 and her officers and crew were committed to Mill Prison. Dale made good his escape and reached L'Orient where the BON HOMME RICHARD was being fitted for sea by Captain John Paul Jones. Selected by that discerning commander as first lieutenant, he took part in the memorable cruise that culminated in the brilliant sea fight off Flamborough Head, England, on 23 September 1779. Being in charge of the gun-deck and second in command of the BON HOMME RICHARD, Dale was the first to board the HMS SERAPIS (44) when she struck her flag, and not until after he had taken possession of her did he discover that he had been severely wounded. He later cruised with John Paul Jones in the Frigate ALLIANCE and ARIEL, then became first lieutenant on the frigate TRUMBULL. He was wounded in that ship's engagement with the British ship IRIS and his last sea service during the Revolution was on the privateer QUEEN OF FRANCE, first as mate and afterward as captain.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORY SECTION

X-E182

U5



HISTORY OF U. S. NAVY HOSPITAL SHIP RED ROVER

The first hospital ship of the United States Navy was originally a commercial side-wheel river steamer RED ROVER built at Cape Girardeau, Missouri, in 1859. She was purchased at New Orleans on 7 November 1861 by the Confederate States of America to serve as a barracks or accommodation ship for the men of the Confederate States Floating Battery NEW ORLEANS which had been placed in commission at New Orleans on 14 October 1861 by Lieutenant John Julius Guthrie, Confederate States Navy. The latter officer jointly commanded the floating battery and the RED ROVER, who had no armament but was more for the men to live on than for active service. She made her way up the Mississippi River as far as Island No. 10 where she assisted in the blockade of the Western Gunboat Flotilla of the Union Army. Lieutenant Guthrie was relieved of his command in March 1862 by Lieutenant G. W. Averett, CSN, and on the 15th of March, Island No. 10 saw the commencement of a naval bombardment by the Western Gunboat Flotilla and Mortar Fleet of the Union Army. Though the floating battery NEW ORLEANS was jarred by the explosions of shells, under and around, she was unharmed. RED ROVER, however, was put out of action early in the bombardment by a piece of shell which cut through all her decks to her bottom and caused her to leak considerably but not dangerously. Abandoned as a quarters ship for the NEW ORLEANS after this event she was safely moored on the opposite side of the Island Number 10 and was captured by the Federal gunboat MOUND CITY when that Island fell into Union hands on 7 April 1862. Volunteer Acting Master Cyrenius *Deminey /or Dominy/ of the MOUND CITY made the actual capture of the RED ROVER. He later distinguished himself by capture of the Rebel steamer CLARA DOLSON in the White River and was on the upper deck and escaped death by scalding when the boilers of the MOUND CITY were exploded by a Confederate shell in June 1862. He saved many of the men of his gunboat on that occasion although two were shot as he hauled them aboard while in the water. For this and other gallantry he received a promotion to Acting Volunteer Lieutenant upon recommendation of Flag Officer Andrew H. Foote, USN, who reported: "His moral character is excellent and we have no braver or more correct officer among the Volunteer Lieutenants."

RED ROVER was repaired by Commander Kilty and the engineers of the MOUND CITY to enable her passage up river to St. Louis, Missouri, where she was fitted out as a floating summer hospital for the Western Flotilla. Army Quartermaster George D. Wise reported on 25 May 1862: "I am in St. Louis preparing the RED ROVER for a hospital for our sick and wounded. The Sanitary Commission have rendered me valuable advice and aid, and the RED ROVER will have every requisite for the purpose she is intended."

*Signature appears as Dominy although official records spell his name "Deminey".

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORY SECTION



HISTORY OF SHIPS NAMED IN HONOR OF JOHN PAUL JONES

USS JOHN PAUL JONES (DD 932) is the fourth ship of the fleet to be named in honor of Commodore John Paul Jones.

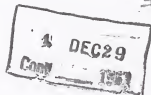
John Paul Jones was born John Paul at Arbigland, Kirkbean, Kirkcudbright, Scotland 6 July 1747. He received his first command when only twenty-one, and served in merchant ships until 1774 when he settled in Virginia and added Jones to his name. In the summer of 1775 he went to Philadelphia and, offering his services to the continental congress, was ordered to fit out ALFRED. On 3 December 1775 on board that ship he hoisted the first American flag on an American naval vessel. Commissioned senior Lieutenant in the American Navy, he remained on the flagship ALFRED until 10 May 1776 when he got his first command, PROVIDENCE. While captain of PROVIDENCE he captured many British ships, on one voyage taking sixteen ships, burning eight and bringing eight in as prizes. Later he commanded a squadron with ALFRED as his flagship.

On 18 June 1777 he was appointed captain of RANGER and later that year sailed to France where on 14 February 1778 the first recognition of the American flag by a foreign government was given by Admiral La Motte Picquet returning RANGER's salute in Quiberon Bay. RANGER sailed from Brest 11 April 1778 to make raids on the British Isles, landing at Whitehaven 22 April to spike the guns of the fort and fire the shipping in the harbor, and making another surprise raid at St. Mary's the next day. While returning to France, he captured the British warship DRAKE, the first man-of-war to surrender to an American warship. On 21 August 1778 RANGER sailed for America, leaving Jones behind in Paris.

On 4 February 1779 King Louis XVI of France gave Jones the ancient East Indianman DUC DE DURAS of forty guns. Refitted and renamed BONHOMME RICHARD, she departed L'Orient 14 August 1779 with a squadron of French and American vessels. On 23 September 1779 Jones engaged the forty-four gun frigate SERAPIS off Flamborough Head. With BONHOMME RICHARD's hold filled with four to five feet of water, half the crew killed or wounded, and most of her guns out of action, the British Captain called on Jones to surrender. Jones and his crew boarded SERAPIS, Jones shouting his famous epithet "I have not yet begun to fight." King Louis XVI presented Jones with a gold hilted sword commemorating his victory over SERAPIS and Congress adopted a resolution extending the thanks of the nation to him.

#62

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORY SECTION



HISTORY OF SHIPS NAMED TINOSA

USS TINOSA (SS(N) 606) is the second ship of the fleet to be named for a fish known scientifically as Caranx luugubris (pronounced: Kar-anks lu-gu-bris).

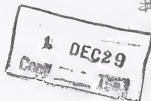
The Tinoso reaches a length of about 30 inches and has a body colored sooty blackish, or grayish brown. Though found in warm waters of both the Atlantic and Pacific Oceans, it is reportedly common about Cuba where its common name, Tinoso, originated, but is poorly known elsewhere. The Tinoso has been recorded in such widely scattered places as Bermuda, Trinidad, the Gilbert Islands and the Marshall Islands. Its flesh is often regarded as poison by Cubans, and its sale in Cuba, at least at one time, was forbidden.

The first TINOSA (SS 283) was built by the Mare Island Navy Yard, Vallejo, California. Her keel was laid 21 February 1942 and she was launched 7 October 1942 under the sponsorship of Mrs. William E. Malloy, wife of Captain Malloy, U. S. Navy. The fleet submarine was placed in commission on 15 January 1943, Lieutenant Commander Lawrence R. Daspit, USN, in command.

TINOSA had a length overall of 311 feet 10 inches; extreme beam, 27 feet 4 inches; standard displacement 1,526 tons; mean draft 15 feet 2 inches; submerged displacement, 2424 tons; designed surfaced speed of 20.25 knots; designed submerged speed of 8.75 knots, and a designed depth of 300 feet. She had a designed complement of 6 officers and 54 men and was armed with ten 21-inch torpedo tubes, one 3-inch .50 caliber gun, two .50 caliber guns and two .30 caliber guns.

TINOSA departed San Francisco on 11 April 1943 and reached Pearl Harbor on the 16th for final training in Hawaiian waters. She commenced her first war patrol on 3 May 1943 and was off the east coast of Kyushu, Japan, the night of 29 May when she intercepted a three-ship convoy. TINOSA was twice driven off by gunfire as she pressed home a series of surface attacks. Two torpedo hits blasted one target, apparently the 975-ton freighter KOSHIN MARU revealed in post-war records to have been damaged five miles off Irosaki. Near daybreak of 6 June she commenced chase of the smoke of a convoy and moved in well after daylight for the kill. She observed two hits which left the largest ship dead in the water, and after a second try failed, she dived to escape the hunting patrol ships above. Depth charge attacks kept TINOSA down while the convoy escaped.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORY SECTION



HISTORY OF USS CARRONADE (IFS 1)

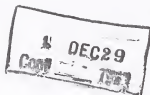
CARRONADE (IFS 1), an inshore fire support ship, derives her name from the carronade, a kind of short light iron cannon which was first made by the Carron Iron Works, Carron, Scotland, from which town its name is derived. The carronade differs from guns or howitzers in having no trunnions and was chiefly used on ships to throw heavy shot at close quarters, and on shore as a howitzer. Small but capable, the carronade fires a 32-pound ball which is quite a weight for its comparative size. Thus the CARRONADE (IFS 1) is aptly named. She concentrates a devastating rocket fire at close quarters and though comparatively small, her firepower, at close range, might be likened to that of a cruiser. A highly specialized ship designed to navigate close inshore where a cruiser or destroyer might find no room for their heavy displacement, she is capable of saturating landing beaches at close range to destroy any opposition of the enemy to troops going ashore in a landing assault. Her design is a natural advance over the Rocket Medium Landing Ships (LSMR) which were so effective during the amphibious landings assaults of World War II and the Korean War. CARRONADE is also the first ship of the United States Navy to be built from the keel up with habitability as a military characteristic of the design. Her habitability features, demonstrates the Navy's concern as to how best to give a man on a ship sufficient room, comfort, psychological reassurance or relief to perform his functions off-duty within the Navy minimum - or more, where possible - of thirteen and a half square feet. These functions are itemized roughly as sleeping, eating, resting, recreation, personal hygiene and sanitation, storage and dressing.

CARRONADE was built by the Puget Sound Bridge and Dredging Company of Seattle, Washington. Her keel was laid 1 November 1952 and she was launched on 26 May 1953, under the sponsorship of Mrs. Linton Herndon, wife of Captain Herndon, U. S. Navy. The inshore fire support ship was placed in commission on 25 May 1955, Lieutenant Commander Daniel O. Doran, U. S. Navy, in command.

CARRONADE conducted underway and acceptance trials which took her to Everett, Washington and Vancouver, B. C. On 21 July 1955 she got underway to base at San Diego where she engaged in a busy schedule of Amphibious warfare exercises which demonstrated the effectiveness of the inshore fire support ship and provided training to Marine assault units. This service included amphibious landing exercises near Camp Pendleton, Oceanside, California, and other training and battle practice for the benefit of various amphibious warfare squadrons along the Pacific coast of the United States and in the Hawaiian waters.

#64

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF SHIPS NAMED PROCYON

USS PROCYON (AF 61), a stores ship, is the third ship of the fleet to be named for a first magnitude star in the constellation Canis Minor (lesser dog) which rises before the Dog Star. The name Procyon is derived from the Greek word prokyon [pro (before)-kyon (dog)].

The first PROCYON (AG 11), a miscellaneous auxiliary fitted out as a flagship, was the former SS SHAUME built in 1919 by the American International Ship Building Corporation, Hogg Island, Pennsylvania. By Executive Order of 29 October 1921 she was authorized for transfer to the Navy from the United States Shipping Board. She was taken over by the U. S. Navy on 8 November 1921 in the New York Naval Shipyard, where she was commissioned USS PROCYON (AG 11) on 30 November 1921, Lieutenant Bertram David, USN, in command.

PROCYON's crew was attached to the USS LEBANON through 31 January 1922, while she was fitting out in the Brooklyn Navy Yard. She had a length overall of 401 feet, extreme beam, 54 feet; normal displacement, 11,450 tons; mean draft, 24 feet 5 inches; speed of 11.5 knots; and a designed complement of 18 officers, 149 men, and 30-man Marine detachment. She carried no heavy guns, having only a saluting battery of two six-pounders.

PROCYON departed New York on 8 February 1922 for shakedown cruise to Guantanamo Bay, followed by voyage repairs and independent exercises in local operating areas of Norfolk. She sailed on 11 July 1922, bound by way of New Orleans and the Panama Canal for the West Coast. She transited the Panama Canal on 29 July and put off passengers and cargo at San Diego before her arrival in San Francisco Bay on 14 August 1922. She entered the Mare Island Navy Yard for alterations until 4 December and shifted to San Pedro, California on the 6th. Here on 8 December 1922 she hoisted the flag of Rear Admiral John V. Chase, Commander Fleet Base Force, U. S. Battle Fleet.

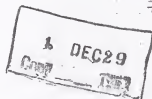
PROCYON carried out her flagship duties in San Pedro Bay until 28 February 1923 when she sailed with the fleet bound for battle problems and maneuvers in Hawaiian waters. She returned to her base on 1 April for local operations which were intervened by upkeep in the Mare Island Navy Yard. On 2 January 1924 she put to sea for the combined maneuvers in the Caribbean. The Fleet Base Force Flagship re-entered the Pacific on 4 April to resume duty at San Pedro. She made a second cruise to Hawaii and return 15 April-24 July 1925, then engaged in exercises and tactics along the California Coast and off the Panama Canal. She departed San Pedro on 18 February 1927 and passed through the Panama

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

X-E182

.U5

#65



HISTORY OF USS LIDDLE (APD 60) (ex-DE 2)6)

USS LIDDLE (APD 60) is named in honor of Pharmacist's Mate Third Class William Porter Liddle, Jr., U. S. Navy.

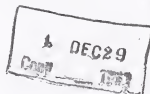
William Porter Liddle, Jr., was born in Richlands, Virginia, on 27 January 1919. He enlisted in the Navy 2 July 1937 at Richmond, Virginia, and distinguished himself as a hero 18-19 August 1942 while assigned to Company L, 5th Marine Regiment, First Marine Division, during action against enemy Japanese forces on Guadalcanal, Solomon Islands. While his Regiment attacked the Japanese-held village of Matanikao, Liddle showed no regard for his own personal safety, courageously exposing himself to the hostile machine-gun and rifle fire throughout the two-day action in order to administer his life-saving care to his fallen comrades. He was struck down and killed by enemy fire on 19 August 1942 while tending the wounded on the battlefield. Pharmacist's Mate Liddle was posthumously awarded the Silver Star Medal for his gallant and intrepid conduct on 18-19 August 1942.

USS LIDDLE was built by the Charleston Navy Yard, Charleston, South Carolina. Her keel was laid 8 June 1943 and she was launched as USS LIDDLE (DE 206) on 9 August 1943, under the sponsorship of Mrs. William Porter Liddle, mother of Pharmacist's Mate William Porter Liddle, Jr., U. S. Navy. The destroyer-escort was placed in commission on 6 December 1943, Lieutenant Commander R. M. Hinckley, Jr., USN, in command.

LIDDLE made three round trips across the North Atlantic in the winter and spring of 1944. Though never actually attacked she had the convoy immediately ahead and the one directly astern of her bombed and had the German planes in sight on occasions but never had the chance to try out her gunnery as they always remained well out of range. On these trips to Wales, Gibraltar, and Tunisia the LIDDLE was under the command of Lieutenant Commander R. M. Hinckley, Jr., USN, of Washington, D. C. She was a unit of Escort Division 52.

When Escort Division 52 arrived in New York on 29 June 1944, five of the ships were ordered to various shipyards. LIDDLE proceeded to Sullivan's Dry Dock and Repair Corporation at Brooklyn. When the first lines went over to the dock, workers of all specialties stormed aboard. Welding torches went into operation throughout the ship and cranes hovered overhead--those ships had top priority; they were the first destroyer escorts being converted into high speed transports; they were needed badly in the fast moving Pacific war. In less than three months, USS LIDDLE, USS KEPHART, USS NEWMAN, USS COFER, and USS LLOYD, were on their way, through the Panama Canal and on down to New Guinea before proceeding to

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS DODGE COUNTY (LST 722)

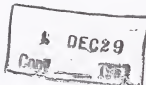
USS DODGE COUNTY (LST 722) is named for counties in the States of Georgia, Minnesota, Nebraska and Wisconsin. She was built by the Jeffersonville Boat and Machine Company of Jeffersonville, Indiana. Her keel was laid 15 July 1944 and she was launched on 21 August 1944, under the sponsorship of Miss Rosemary Furey of Louisville, Kentucky. The tank landing ship was taken down the Mississippi River to New Orleans, Louisiana, where she was commissioned as USS LST-722 on 13 September 1944.

LST-722 made a shakedown training cruise to St. Andrews Bay, Florida, and entered the Pacific from the Panama Canal in late October 1944 on her way to the New Hebrides Islands. She then touched Manus in the Admiralty Islands enroute to Hollandia, New Guinea where she arrived on 19 January 1945. After four months of transporting combat infantrymen and their equipment to the invasion beaches of the Southern Philippine Islands, she set course for Okinawa, the last stepping stone to Japan where troops had landed on 1 April. She left the beach of that enemy-held bastion unscathed by the frequent air attacks and suicide planes of the Japanese which desperately tried to stem the victorious tide of the American invasion. In the months that followed until the close of hostilities, she carried assault troops, weapons and vehicles between Okinawa, the Marianas and the Philippine Islands. She arrived in Tokyo Bay from Philippine waters with occupation troops on 30 September 1945 and spent the next seven months in transporting occupation troops and their cargo from the Philippines and other Pacific garrisons to Japan. She departed Guam in the Marianas Islands on 17 April 1946 and reached San Francisco on 27 May. After a visit to San Diego, LST-722 transited the Panama Canal for New York where she was placed out of commission on 13 July 1946. The following day she was placed in the service of the Third Naval District and shifted to Hartford, Connecticut, where she was assigned as a Naval Reservist Training Ship. She continued this service until early 1950 when she was placed in the reserve fleet at Green Cove Springs, Florida.

LST-722 was recommissioned at Green Cove Springs on 16 November 1951 and spent four weeks of shakedown training in local operating areas of the Amphibious Training Command Base at Little Creek, Virginia, before final alterations in the New York Naval Shipyard. She was then assigned to LST SQUADRON TWO, Amphibious Force, U. S. Atlantic Fleet. During the next three years she cruised out of Little Creek to participate in the many amphibious warfare maneuvers and trained Marine and Army elements as well as her crew and underwater demolition teams in amphibious warfare assault landings along the Atlantic seaboard and islands of the Caribbean Sea. One of her more interesting training exercises was "Operation Blue Jay" which took her into the ice packs off Greenland during the summer of 1952. In 1954

#67

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF SHIPS NAMED DIXIE

USS DIXIE (AD 14) is the second ship of the Fleet to be named for the collective designation of the southern states of the United States.

The name "Dixie" originated from the early days of Louisiana when the Citizens Bank issued a ten dollar bank note bearing the French word "Dix" (ten). The Dix notes were soon called "Dixies" and Louisiana became known as "Dixieland." As the notes spread throughout southern states the names "Dixie" and "Dixieland" became a pseudonym for the south.

The first DIXIE was the former merchant ship SS EL RIO, built in 1893 by the Newport News Shipbuilding and Dry Dock Company and owned by the Southern Pacific Company of Oakland, California. She was purchased from her owner on 15 April 1898 to serve as an auxiliary cruiser during the Spanish-American War and was commissioned USS DIXIE on 19 April 1898, Commander Charles H. Davis, USN, in command.

DIXIE had a length overall of 405 feet 10 inches; extreme beam, 48 feet 3 inches; normal displacement, 6,525 tons; mean draft, 20 feet, 9 inches; and a speed of 14.5 knots. Her original armament was ten 6-inch rapid fire guns and six 6-pounder rapid fire guns. She was designed for a complement of 14 officers and 167 men.

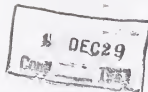
Departing Hampton Roads, Virginia, 11 June 1898, DIXIE arrived at Santiago de Cuba on 19 June and attached to the Eastern Squadron, North Atlantic Fleet, cruised in the West Indies during the Spanish-American War on blockade duty and convoying Army transports. During 27-28 July she participated in the capture of Ponce, Puerto Rico, landing an armed force which received the surrender of the towns of Ponce and La Playa. She departed Guantanamo Bay, Cuba, 24 August and arrived at Philadelphia 22 September. She was placed out of commission there 7 March 1899, and from 15 March to 15 July 1899 was on loan to the War Department for use as a transport.

DIXIE was recommissioned 15 November 1899 as a training ship for landsmen. From 17 December to 8 August 1900 she made a training cruise which took her to the West Indies, the Mediterranean, and through the Suez Canal to the Philippines where she transferred men to the base at Cavite. She returned to the United States via the same route. Her second training cruise was made from 29 September 1900 to 28 February 1901, visiting the Azores, Madeira, Gibraltar, and Mediterranean ports, and returning via the West Indies and La Guaira, Venezuela, to lift invalids from the training ship LANCASTER back to Norfolk. She transferred men and stores to the South

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

X-E182

.U5



HISTORY OF USS MIDDLESEX COUNTY (LST 983)

USS MIDDLESEX COUNTY (LST 983), a tank landing ship, is named for counties in the States of Connecticut, Massachusetts, New Jersey and Virginia. The name "MIDDLESEX" had historic origin in England, being important from the times of Roman occupation when the Roman road known as Watling Street traversed the district. Middlesex was organized as a shire in 886, finally becoming a residential suburban area of London in the Twentieth Century.

USS MIDDLESEX COUNTY (LST 983) was built by the Boston Naval Shipyard. Her keel was laid 22 December 1943 and she was launched 10 February 1944, under the sponsorship of Mrs. Neal B. Farwell, wife of Captain Farwell, USN, Accounting Officer of the Boston Naval Shipyard. The tank landing ship was placed in commission as USS LST-983 on 25 March 1944.

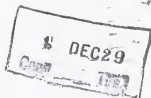
A week after commissioning she proceeded to Portsmouth, Virginia, where the LCT-659 was loaded on her main deck. At the same time preparations were made for sailing to the European Theater of Operations. On 18 April 1944, LST-983 departed New York as the flagship of Commander W. J. Whiteside, LST Group FIFTY-TWO, in convoy with one hundred and twelve ships. This was the first time at sea for most of the Ship's Company and the majority of them had much to learn before becoming a seasoned crew. Through constant drilling they learned teamwork and were slowly moulded into an excellent fighting unit.

On the afternoon of 3 May 1944, after sixteen days at sea, the tank landing ship arrived in Londonderry, North Ireland, to discharge fuel oil that had been carried across the Atlantic as ballast. From Londonderry she proceeded to Milford Haven, Wales, and then to Plymouth, England, where the LCT-659 was launched from the main deck.

A week later LST-983 sailed through the English Channel, passing through the Straits of Dover, into the Thames River, and proceeding to London. After two days in London she moved down to Tilbury Docks, where final preparations were made for the assault on Fortress Europe. Here she embarked British troops and their cargo including engineers, paratroopers, infantry and radar aircraft units. Upon completion of loading she moved down the Thames River to an assigned anchorage awaiting final orders.

By the evening of 3 June 1944, the mouth of the river was full of ships of all types awaiting the final word to get underway. Word came the evening of 4 June, and at 0900, the next day she got underway as Flagship of the Vice Commandore of Task Unit GL3, which included twenty-

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION



BRIEF HISTORY OF USS SUBLETTE COUNTY (LST 1144)

SUBLETTE COUNTY (LST 1144) is named for a county in the state of Wyoming. The tank landing ship was built by the Chicago Bridge and Iron Company of Seneca, Illinois. Her keel was laid 3 February 1945 and she was launched on 2 May 1945, under the sponsorship of Mrs. Evelyn Blake Adams. The tank landing ship left Seneca on 16 May and steamed down the Illinois and Mississippi Rivers to the Algiers Navy Station at New Orleans, Louisiana, where she was commissioned as USS LST-1144 on 28 May 1945, Lieutenant Theodore R. Hopkins, USNR, in command.

After loading supplies and ammunition, LST-1144 made a shakedown cruise in Galveston Bay, then loaded a cargo of ammunition on her tank deck at Theodore, Alabama. On 4 July 1945 she left the last named port astern for the Hawaiian Islands. She transited the Panama Canal on 12 July 1945 and reached Pearl Harbor on 5 August. Hostilities ceased before she could take an active part and on 23 August she set course back to Theodore, Alabama, with orders to return her cargo of ammunition to the depot. She passed through the Panama Canal on 14 September and spent a week to put her cargo ashore at Theodore before shifting to New Orleans on 28 September 1945. She headed upstream on 13 October 1945 for Cairo, Illinois where she celebrated Navy Day entertaining over 8,000 visitors in that port (27 and 28 October 1945).

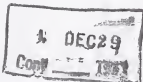
LST-1144 departed New Orleans on 11 November 1945 and arrived at Little Creek, Virginia, on the 23rd. She reported to Commander, Service Force, U. S. Atlantic Fleet and spent the remainder of her career along the eastern seaboard of the United States, basing her training and logistic operations from Norfolk. She was placed in commission in reserve in August 1954 and placed out of commission in reserve on 11 February 1955. Assigned to the Florida Group of the U. S. Atlantic Reserve Fleet, she was in that status on 1 July 1955 when she was assigned the name SUBLETTE COUNTY (LST 1144) for Sublette County, Wyoming. She commenced overhaul in preparations for loan in January 1961 and was transferred to the Republic of China on 21 September 1961. She serves the Navy of the Republic of China as CHUNG YEH (LST-231).

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

X-E182

.J5

#70



HISTORY OF USS LYCOMING (APA 155)

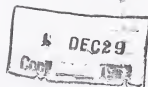
USS LYCOMING (APA 155), an attack troop transport, was named for Lycoming County, Pennsylvania. She was built by the Oregon Shipbuilding Corporation of Portland, Oregon, and launched 25 July 1944, under the sponsorship of Mrs. Schuyler N. Pyne, wife of Captain (later Rear Admiral) Pyne, U. S. Navy. The attack transport was piloted down the Columbia River to Astoria, Oregon, where she was placed in commission 20 September 1944, Commander D. B. Coleman, USN, in command.

LYCOMING received ammunition and supplies in the Puget Sound Naval Shipyard, picked up her landing boats at San Francisco, and on 10 October 1944, commenced two weeks of shakedown operations out of San Pedro, California. She arrived in Seattle on 1 November to serve as a training ship for nucleus crews of attack transports scheduled for activation and terminated this duty on 17 December for amphibious warfare landing assault exercises out of Coronado and Oceanside, California. She next embarked 1,411 Army troops in Seattle and put to sea from that port on 22 January 1945 for the Hawaiian Islands. She put her military passengers ashore at Pearl Harbor on the 31st, then sailed with new passengers and cargo for the Philippines. Touching at Eniwetok Atoll in the Marshalls and Palau and Ulithi, she reached Leyte on 21 February 1945 for duty with Transport 38 of Transport Squadron Thirteen. The next month was spent in preparations and rehearsals to prepare her crew and troops for the planned invasion of Okinawa.

On 1 April 1945, eighty-one officers and 1,213 men of the Army's Seventh Division Artillery were put ashore by LYCOMING on Purple 1 Beach of Okinawa. That night she fought off Japanese suicide planes and barely escaped from one which swerved over her bow and crashed into the adjacent attack transport ALPINE (APA 92). She cleared that enemy bastion on 5 April and was routed by way of Apra Harbor, Guam, and Pearl Harbor to San Francisco where she arrived on 11 May to load Army troops and cargo for Manila, Philippine Islands.

Upon her arrival at Manila, LYCOMING joined the Seventh Amphibious Force of the SEVENTH FLEET for temporary duty in transporting men of the 14th Anti-aircraft Command and other Army casualties from Finschafen, New Guinea, to Manila. She departed the last named port on 14 July 1945 and passed under the Golden Gate of San Francisco Bay on 3 August, having sailed 45,000 miles in the Pacific. Here, on 4 August 1945, Captain D. B. Coleman was relieved as commanding officer by Captain Emmott J. Sullivan.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION



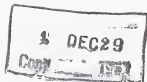
HISTORY OF USS SHIKELLAMY (ACG 47) (ex-AO 97)

USS SHIKELLAMY, a cargo tanker was named for an Onieda Chieftain who was a man of great dignity, sobriety and prudence. According to one authority Shikellamy was born a Frenchman in Montreal, Canada, and adopted by the Oneida, although he claimed to be Cayuga. He showed a marked kindness for whites and conducted many important embassies between the Iroquois council at Onondaga and the Colonial government of Pennsylvania. With his residence fixed at Shamokin (now Sunbury), Pennsylvania, Shikellamy was promoted in 1745 to the full vicegerency over tributary tribes in the Susquehanna valley and the important interests committed to him by the six Indian nations received the care of the astute statesman and diplomat that he was. Upon his death, 6 December 1748, the colonial government sent a message of condolence with presents to the family and requested that the eldest son of Shikellamy serve as the Iroquois deputy governor until the council at Onondaga could make a permanent appointment. Through his services, the government of Pennsylvania acquired all the Susquehanna lands south and east of the Blue Mountains. This brought on a remarkable invasion of Pennsylvania by the Delaware Indians who claimed the same land. Although Pennsylvania had to endure the Delaware war, she avoided a Six-Nation war, a French alliance with the Iroquois, and the threatening possibility of the destruction of all the English colonies on the coast.

USS SHIKELLAMY was the former merchant tanker SS SAMUEL PIERCE, operated and owned by the Sinclair Refining Company. She was acquired by the Navy through the War Shipping Administration on 26 March 1943 and placed in commission as USS SHIKELLAMY (AO 97) on 14 April 1943, Commander J. W. Smith, USN, in command. Sailing from Tampa, Florida, she transited the Panama Canal on 3 June for drydock repairs at Balboa and passed back through the Panama Canal to Coco Solo on 22 July for a test of her steering engine. Two days later she re-transited the canal and took departure from Balboa to sail directly to Sydney, Australia. She entered Sydney Harbor on 28 August 1943, having been on the high sea, 15 July, when her hull classification and number were changed from (AO 97) to (ACG 47).

SHIKELLAMY took her place in convoy outside Sydney Harbor on 11 September 1943 and arrived in Brisbane on the 14th to load a liquid cargo from the Vacuum Oil Wharf. She then touched at Cleveland Bay, Townsville, Australia, on her way to deliver her cargo to Port Moresby, New Guinea. She arrived in the last named port on 3 October 1943 to discharge her cargo, then hurried back to Brisbane for another load of vital oil and deck cargo of dry stores which she delivered to Port Moresby in the period commencing 15 November 1943 and ending the 26th. She returned to Brisbane on 28 November 1943 for voyage repairs and cleared that port on 2 January

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS RIZAL (DM 14) (ex-DD 174)

USS RIZAL was donated to the United States by resolution of the Philippine Legislature and named in honor of Dr. Jose Rizal, Philippine patriot, author, poet, and physician.

Jose Rizal was born 19 June 1861 in Calamba, Laguna Province, Luzon, Philippine Islands. He studied at a Jesuit school in Manila before graduating from the Medical School of the University of Madrid and studying in Paris, Berlin, Heidelberg and Leipzig. His first novel in 1886 was a violent diatribe against Spanish administration and the religious orders in the Philippines which resulted in his being compelled to leave the islands by Spanish officials a year later. He was a resident of China, Japan, United States, England and France before establishing himself in Hong Kong to practice medicine. He also was the author of considerable poetry and a sequel to his first novel appeared in 1891, entitled El Filibusterismo. Upon his return to Manila in 1892 he was arrested as a revolutionary agitator and banished to Dapitan on Mindanao. While on his way to Cuba in 1896 Dr. Jose Rizal was arrested and returned to Manila where he was given a farcial trial and executed on 30 December as an instigator of the native insurrection and founder of secret revolutionary societies. A figure of inspiration and hope to the Filipino world, he is remembered by an imposing Monument in Manila which marks the spot where he fell before the firing squad on 30 December 1896.

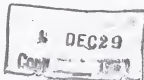
RIZAL was built by the Union Iron Works of San Francisco, California. Her keel was laid 26 June 1918 and she was launched 21 September 1918, under the sponsorship of Mrs. Sofia R. de Veyra, wife of the Philippine delegate to the United States Congress. The destroyer was placed in commission at the Mare Island Navy Yard as USS RIZAL (DD 174) on 28 May 1919, Commander Edmund S. Root, U. S. Navy, in command.

RIZAL departed San Francisco on 18 June 1919 for a visit to Portland, Oregon, followed by alterations in the Mare Island Navy Yard and operations out of San Francisco and San Diego. She was fitted out with mine laying gear and redesignated a light minelayer (DM 14) before 25 March 1920 when she stood out of San Diego Harbor for the Philippine Islands. Touching at Honolulu, Midway and Guam, she arrived at Cavite on 1 May 1920 and became flagship of the Mine Detachment Division, U. S. Asiatic Fleet. The majority of her crew were Filipinos and RIZAL spent the next ten years of her career in operations in the Philippine Islands and the Coast of China, basing at Manila and Shanghai as flagship of the Mine Detachment of the U. S. Asiatic Fleet. She terminated this duty at Manila on 12 December 1930, touching Apra Harbor, Guam and Honolulu, Hawaii, on her way home to San Diego where she arrived on 24 January 1931 for inactivation.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

X-E182
JUS

#73



HISTORY OF SHIPS NAMED FULTON

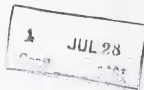
USS FULTON (AS 11) is the fourth ship of the Fleet to be named in honor of Robert Fulton.

Robert Fulton was born 14 November 1765 in Little Britain (later Fulton Township), Lancaster County, Pennsylvania. He exhibited a genius for invention and drawing as a child, making his own pencils out of lead he hammered out of scrap sheet metal, devising a manual-powered paddle wheel to propel his fishing boat on the Conestoga Creek at Lancaster, and inventing a sky-rocket. He became an expert gunsmith by observing the prominent gunsmiths, later supplying them with drawings of whole guns with computations of proportions and performances which proved out on the shooting ranges. He also made decorative designs for guns which were in great demand.

By the time Fulton was a youth of seventeen he was a successful artist in Philadelphia where he soon earned enough from the sale of his paintings to buy a small farm in Washington County which he deeded to his mother. His health broke and on advice of doctors in 1786 he went to live in London with an old family friend, Benjamin West, who had become famous. In the next decade he devoted himself to engineering projects which included the development of canal systems, a power-shovel for dredging canals, the "double inclined plane" for raising and lowering of canal boats; and the design and construction of cast-iron aqueducts. The British interference with commerce during the European wars led Fulton to advocate the freedom of the seas by whomever practiced and he chose submarine warfare as the most effective weapon to counter this interference with commerce which he regarded as sea piracy. Nine years, beginning in 1797, were almost entirely devoted to the development of the submarine and torpedo.

Fulton managed to capture the interest of Napoleon and during the winter of 1800, he built a submarine called the NAUTILUS which was first tried out at Havre. Accompanied by three mechanics he submerged to twenty-five feet and found his submarine steered as easily under water as above. His boat was directed under the water by means of a compass, a barometer told the depth of submergence; and, a compress air tank supplied the oxygen which enabled the submarine to remain submerged for several hours at one time.

On 28 February 1801 the Minister of Marines, acting on instruction of Napoleon, made a proposal to Fulton to proceed against British ships, by which Fulton would receive a monetary reward in comparison with the worth of the target sunk by the submarine. A summer of reconnoitering the French coast in the submarine for a British target was not successful. The French

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USNS PVT JOE E. MANN (T-AK 253) NOW RICHFIELD (T-AGM 4)

USNS RICHFIELD (T-AGM 4), a missile instrumentation ship for the Pacific Missile Range, is named for cities in Utah and Minnesota. She is the former USNS PVT JOE E. MANN (T-AK 253), named in honor of Private Joe E. Mann, United States Army.

Joe E. Mann was born 8 July 1922, the son of John Henry and Anna Mann, of Rearden, Washington. After graduation from public schools and four years of College he entered the Army on 31 August 1942, at Tacoma, Washington. He reported to Fort Lewis, Washington, and trained with Company G, 506th Parachute Infantry, 101st Airborne Division, in Georgia. On 24 August 1943 he joined Company H of the 502nd Parachute Infantry, at Fort Bragg, North Carolina. He left the United States on 29 May 1944 for the combat areas of Europe and parachuted into the vicinity of Nijmegen-Arnhem, The Netherlands, on 17 September 1944. One of the bravest men to participate in this massive aerial invasion which hastened the collapse of Nazi Germany, he gave his life on 19 September 1944 so his comrades might live. On the day before, he distinguished himself by conspicuous gallantry above and beyond the call of duty, in the vicinity of Best, Holland. His platoon, attempting to seize the bridge across the Wilhelmina Canal, was surrounded and isolated by an enemy force greatly superior in personnel and fire power. Acting as lead scout, Private Mann boldly crept to within rocket-launcher range of an enemy artillery position and, in the face of heavy enemy fire, destroyed an 88-mm. gun and an ammunition dump. Completely disregarding the great danger involved, he remained in his exposed position, and with his M1 rifle, killed the enemy one by one until he was wounded four times. Taken to a covered position, he insisted on returning to a forward position to stand guard during the night.

On the following morning, 19 September 1944, the enemy launched a concerted attack and advanced within a few yards of the position, throwing hand grenades as they approached. One of these landed within a few feet of Private Joe E. Mann. Unable to raise his arms, which were bandaged to his body, he yelled "Grenade!" and threw his body over the grenade, and as it exploded, died. His outstanding gallantry above and beyond the call of duty and his magnificent conduct were an everlasting inspiration to his comrades for whom he gave his life. He was posthumously awarded the Medal of Honor, the Nation's highest decoration and recognition of valor, presented to his father, John Henry Mann, at Spokane, Washington, on 22 September 1945. The Government of the Netherlands also recognized his valor by award of the Netherlands Orange Lanyard, and from France he received the Croix de Guerre with the Silver Star. He was posthumously awarded the Bronze Star Medal, the Purple Heart Medal with three oak leaf clusters, and campaign medals.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9):
SHIPS' HISTORIES SECTION

X-E182

.U5



#75

HISTORY OF SHIPS NAMED CONGRESS

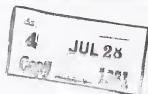
Five ships of the Fleet have been named CONGRESS, honoring the legislative branch of the United States Government which consists of a Senate and a House of Representatives. The only branch of government whose members are elected directly by the people, Congress truly represents the people who exercise popular control through power of the ballot, a right guaranteed in the United States Constitution.

The first CONGRESS was a Continental galley, built at Skenesborough (Whitehall), New York, at the head of Lake Champlain. Here, in June 1776, and at Ticonderoga, General Benedict Arnold urged on the building of a fleet which he hoped would make him the undisputed master on Lake Champlain and Lake George. This caused the British great anguish in their plan to use these lakes and the Hudson River in the movement of troops and supplies from Canada to gain control of the Hudson Valley and cut off New England from the rest of the states. They were now forced to delay this plan and turn their attention to the building of a superior fleet to Arnolds at St. John's, being greatly aided by their squadron in the Saint Lawrence River which afforded them experienced seamen and officers.

CONGRESS joined Arnold's Fleet on 6 August 1776 and became his flagship on the 20th. She had a length on deck of 72 feet, 4 inches; beam of 19 feet, 7 inches, and a depth in hold of 6 feet, 2 inches. She was armed with two 12-pounders; two 8-pounders; four 6-pounders, some swivels, and had a complement of 80 men.

On 24 August 1776 CONGRESS led Arnold's Fleet from Crown Point for the Isle la Motte where she anchored on 18 September. She then reversed course with the fleet and proceeded up the lake to the Isle of Valcour which was situated on the New York side of Lake Champlain between South Hero and the town of Peru, New York. This was the site which Arnold chose for the coming Battle of Valcour Island.

CONGRESS with the rest of Arnold's fleet which included besides herself, two schooners, a sloop, three galleys and eight gondolas, first joined battle with the British on 11 October 1776. The enemy had much heavier guns which threw almost twice the weight of metal as the Americans. One heavily-armed ship, alone, was a good match for a greater part of Arnold's Fleet. In addition the British had two schooners, one heavily-armed radeau, a 30-ton gondola, four longboats, and 44 gunboats of which 24 were loaded with provisions and stores.



X-E182
.U5

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

#76

HISTORY OF USS LST-807

USS LST-807 was built by the Missouri Valley Bridge and Iron Company, Evansville, Indiana. The keel of the tank landing ship was laid 29 July 1944 and she was launched 11 September 1944, under the sponsorship of Mrs. Barney C. King, wife of a heavy equipment foreman of the building firm.

LST-807 received a pre-commissioning crew aboard on 26 September 1944. The next day she began the trip down the Ohio and Mississippi Rivers to New Orleans where she was commissioned on 3 October 1944, Lieutenant John D. Holder, USNR, in command.

LST-807 cleared New Orleans on 11 October 1944 for shakedown training in local areas of Panama City, Florida. She returned to New Orleans on 26 October to load construction equipment and got underway on 5 November 1944 for the Pacific. Steaming by way of the Panama Canal and San Diego, she reached Pearl Harbor on 2 December 1944. Her cargo of construction equipment was unloaded at Iroquois Point by the 18th, and three days later, two 2 by 30-foot pontoons were secured to either side of the ship. On 29 December 1944 she proceeded to Maile Beach, Oahu, T. H., for experimental exercises in discharging crawler cranes on pontoon barges while at anchor and while lying to. On 4 January 1945 she shifted to Hilo, Hawaii. Here she embarked 376 officers and men of the 4th Battalion, 13th Marines, Fifth Marine Division and the 471st Amphibian Truck Company with their combat equipment. Rehearsal of invasion operations commenced out of Maui, T. H., on 10 January 1945 and were concluded on 17 January 1945. On the latter date, Lieutenant John D. Holder, USNR, was relieved as commanding officer by Lieutenant George D. Straight, USN.

LST-807 anchored in Kaneohe Bay, Oahu, T. H., on 18 January 1945 and stood out to sea on the 22nd with a convoy bound for the Marshall Islands. On 28 January 1945 the ship's company and Marine passengers were initiated into the Order of the Golden Dragon, LST-807 having crossed the International Date Line at 1500. She reached Eniwetok Atoll on 3 February 1945 and was underway on the 5th to conduct final invasion rehearsal operations off the western coast of Tinian in the Marianas Islands. These operations were held during 12-13 February, and LST-807 arrived off Iwo Jima with the dawn of 19 February 1945, the day of the initial landings. Troops stormed the shore of that bitterly-contested Japanese bastion and shells burst in her vicinity as LST-807 unloaded her cargo of ammunition to amphibious landing vehicles throughout the day and night. Enemy planes attacked during the night and weather became increasingly bad as she continued unloading the next day, faced by loss of most of the amphibious landing vehicles. On 21 February 1945 she beached on Red Beach to unload

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS OPPORTUNE (ARS 41)

USS OPPORTUNE (ARS 41), a salvage ship, was built by the Basalt Rock Company of Napa, California. Her keel was laid 13 September 1944 and she was launched on 31 March 1945, under the sponsorship of Mrs. Kenneth Sanger, wife of the Commander of a Navy Amphibious Patrol Plane Squadron in the Southwest Pacific.

OPPORTUNE was commissioned at Mare Island, California, on 5 October 1945, Lieutenant Commander Charles Lowell Knopp, USN, in command. After local training exercises out of San Pedro, she cleared that port on 11 December 1945 to base at San Juan, Puerto Rico. A unit of the Atlantic Fleet Service Force and under the operational control of the Caribbean Sea Frontier, she spent the major part of the next eight years at San Juan as a salvage schoolship for men of the Fleet. This vital task was supplemented from time to time, by towing duties which took her from San Juan to the principal ports of the Caribbean Sea. She also gave valuable service as an air-sea rescue tug during fleet maneuvers off Culebra Island. On rare occasion, she steamed as far north from San Juan as Norfolk or New York. Her overhaul and upkeep during this eight-year period was usually accomplished in the Charleston Naval Shipyard, Charleston, South Carolina.

OPPORTUNE arrived in Norfolk from San Juan on 23 October 1953 to begin a new phase of her career. After local salvage training, she underwent overhaul in the Brewer's Drydock Company Shipyard, Staten Island, New York (5 Jan-6 Mar 1954). She then steamed on to Eleuthera Island, British West Indies. Here she assisted CARTER HALL (LSD 3) in salvage operations on the grounded LST-291. That landing tank ship was free on 23 March 1954 and OPPORTUNE joined RECOVERY (ARS 43) in towing her into Green Cove Springs, Florida.

OPPORTUNE returned to Norfolk on 5 April 1954 and was underway on 27 April to assist other ships of Task Force SIX in the resupply of Arctic bases and weather outposts. For the next three months she fought the Arctic icepacks, towing Army and Air Force supply and provisions barges from Argentina to such locations as the Sondstrom Air Force Base, Greenland; the Harmon Air Force Base, Saint George's Bay, Stephenville Pond, Newfoundland; and the Army base landing beaches along the coast of Labrador. She returned from this re-supply cruise to Norfolk on 3 August 1954, and after a visit to Davisville, Rhode Island, and New York, engaged in combined Atlantic Fleet exercises in the Narragansett Bay operating areas. These exercises terminated on 19 November 1954 and OPPORTUNE trained men in local waters of Norfolk until 12 May 1955 when she put to sea on a salvage training cruise which took her to the Virgin Islands, Puerto Rico,



NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF SHIPS NAMED HUNT

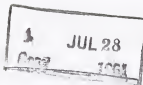
USS HUNT (DD 674) is the second ship of the Fleet to be named in honor of William H. Hunt, Jurist, Secretary of the Navy, and Diplomat.

William Henry Hunt was born in Charleston, South Carolina, 12 June 1823, the son of Thomas and Louisa (Gaillard) Hunt. After the death of his father in 1832 he moved to New Haven, Connecticut, where he entered a preparatory school for Yale. Poverty caused him to cut short his academic and law studies to rejoin his family at New Orleans where he studied law in the offices of his prominent attorney brothers. Admitted to the Louisiana bar in 1844, he successfully practiced law in New Orleans for the next thirty-four years. The best known cases in which he appeared as attorney were the Slaughter House cases and Jackson versus Vicksburg, Shreveport, and Texas Railroad Company.

William Henry Hunt learned his first lesson in politics as a child in South Carolina where his elder brothers fought against nullification. A southern Unionist, he was embarrassed by being drafted into Confederate Service and commissioned a Lieutenant Colonel at the outbreak of the Civil War. His duties were confined to a few months of drilling troops at New Orleans where he entertained Admiral Farragut and officers of the Union Fleet after the capture of that city. He became Attorney-General of Louisiana in 1876 but lost that position when the Democrats gained control of the state after the Hayes-Tilden election. He became Associate Judge of the United States Court of Claims on 15 May 1878, holding that office until appointed Secretary of the Navy by President Garfield on 5 March 1881. Here his most notable service was the appointment of the first Naval Advisory Board which began the work of building the new American Navy. The reorganization of the Cabinet on the death of President Garfield retired him from the post of Secretary of the Navy on 7 April 1882 when he was appointed United States Minister to Russia. His health which had been poor for several years, took a turn for the worse after he reached Saint Petersburg, Russia. He died in that city on 27 February 1884 and was brought back to Washington, D. C., for funeral services held 8 April 1884 in the Saint John's Episcopal Church. He is buried in the Oak Hill Cemetery, Washington, D. C.

The first HUNT (DD 194) was built by the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia. Her keel was laid 20 August 1918 and she was launched 14 February 1920, under the sponsorship of Miss Virginia Livingston Hunt, granddaughter of William Henry Hunt.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



X-E182

.U5

#79

HISTORY OF SHIPS NAMED SEMMES

The guided missile destroyer SEMMES (DDG 18) is the second ship of the Fleet to be named in honor of Raphael Semmes, Commander in the United States Navy and Rear Admiral in the Confederate States Navy.

Raphael Semmes was born 27 September 1809 in Charles County, Maryland, the elder son of Richard Thompson Semmes and his wife Catherine (Middleton). He was named for a paternal uncle, the family being of French Catholic ancestry, prominently identified with the early settlement of Maryland. His grandfather, Benedict Joseph Semmes, was born in Charles County in 1753. Both parents died during the early childhood of Semmes and he made his home with his uncle Raphael in Georgetown, District of Columbia. On 1 April 1826, he was appointed by President John Quincy Adams, a midshipman in the United States Navy.

Raphael Semmes began his active Navy career on 8 September 1826 when he reported on board sloop-of-war LEXINGTON of the Mediterranean squadron. On 28 April 1832 he completed the three-month course at the Naval School, Norfolk Navy Yard, and was passed for promotion. He stood second in his class but it was five years before a vacancy occurred in the commissioned ranks. Meanwhile he served on the Mediterranean, West Indian, South American, and (during the Seminole War) Florida Stations. He also spent some time in hydrographic survey of the Narragansett Bay and in charge of chronometers in Washington. During his leaves of absence he studied and practiced law in Maryland and Ohio. In the latter state he met Anne Elizabeth Spencer to whom he was married on 5 May 1837. She and six children survived him.

In the following nine years Semmes had duty at the Washington Navy Yard, and spent much time on survey cruises to the southern coast of the United States and in the Gulf of Mexico. On 23 October 1846 he was given command of the brig SOMERS on blockade duty off Vera Cruz, Mexico. On 8 December 1846, while chasing a blockade runner, that unlucky brig was knocked on her beams end by a sudden squall and sank in ten minutes with a loss of more than half her crew. Semmes requested a court of inquiry which acquitted him of any blame and commended him for his seamanship. After the disaster he became flag-lieutenant to Commodore David Conner. He was on shore with the naval artillery at the bombardment of Vera Cruz in March 1847; took part in the expedition against Tuxpan, and accompanied General Scott's Army to Mexico City on special duty. In addition, he served as volunteer aide to Major-General Worth, a divisional commander, who several times cited him for gallantry. In November 1847 he returned home to Prospect Hill on the Perdido River in Baldwin County, Alabama. Here, near Pensacola, Florida, he had established his family in 1845.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORY SECTION

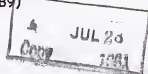


HISTORY OF SHIPS NAMED TATTNALL

The guided missile destroyer USS TATTNALL (DDG 19) is the second ship of the Fleet to be named in honor of Captain Josiah Tattnall, U. S. Navy and Confederate States Navy.

Josiah Tattnall was born 9 November 1795 on the family estate "Bonaventure", a few miles below Savannah, Georgia. The son of Josiah and Harriet (Fenwick) Tattnall, he was orphaned when nine years old and spent the following six years in England under the supervision of his maternal grandfather. Shortly after his return to the United States he was appointed a midshipman 10 March 1812 and soon reported on board the frigate CONSTELLATION blockaded in Hampton Roads. He was one of the men who waded out from the shore of Crane Island to take possession of the invading British barges in the engagement of 22 June 1813 and spent the remainder of the War of 1812 conveying reinforcements to Lake Erie and on the brig EPEVIER at Savannah. On that same brig he served in the squadron of Stephen Decatur for the enforcement of peace with Algiers, and after cruising the Pacific in MACEDONIAN, studied at the Partridge's Military School at Norwich, Vermont. He next cruised on board JACKAL as First Lieutenant in the squadron of Commodore David Porter suppressing piracy in the West Indies. This duty came to an end on 4 May 1823, followed by service in the Mediterranean on board Frigates CONSTITUTION and BRANDYWINE (1824-1826). After a two-year leave he served in U. S. sloop-of-war ERIE in the West Indies. During this duty he commanded a boat expedition that captured the pirate ship FEDERAL at St. Bartholomew.

In 1829 Tattnall was placed in charge of the survey of Tortugas reefs and keys off the coast of Florida. After two years in this service he commanded GRAMPUS for the protection of American commerce off the coast of Mexico and Texas. Detached from GRAMPUS in September 1832, he was home waiting orders until July 1836 when he reported to Captain Thomas ap Gatesby Jones for recruiting men for the surveying and exploring expedition. Later in that year he assumed command of PIONEER and carried from Norfolk to Vera Cruz, General Santa Anna who had been captured by the Texans at San Jacinto. He next had duty at the Boston Navy Yard, commanded sloop FAIRFIELD in the Mediterranean and the sloop SARATOGA of the African Squadron. On 2 June 1846 he was assigned to the steam gunboat SPITFIRE and made her his flagship of the Mosquito Division for operations on the east coast of Mexico. He exhibited great daring in the bombardments of Vera Cruz, Castle of St. Juan d'Ulloa, and Tuxpan. In SPITFIRE he took the lead and began the action for the capture of Tuxpan. He was wounded in the arm during the latter action and returned to the United States in June 1847. His native state of Georgia gave Tattnall a vote of thanks for services rendered in the Mexican War and presented him with a sword.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORY SECTION

#81

HISTORY OF USS ROBERT L. WILSON (DDE 847)

USS ROBERT L. WILSON (DDE 847) is named in honor of Private First Class Robert Lee Wilson, United States Marine Corps.

Robert Lee Wilson was born 24 May 1921, the son of Mr. and Mrs. Joe Wilson, 408 Davis Street, Centralia, Illinois. He enlisted in the Marines at Chicago on 9 September 1941 and after training at San Diego, joined the men of the First Marine Division 7-9 August 1942 in landing assaults against a number of strongly defended positions on Tulagi, Gavatu, Tanambogo, Florida and Guadalcanal, British Solomon Islands. His division completely routed all the enemy forces and seized a most valuable base and airfield. From that time until 9 December 1942, his Division not only held their important strategic positions despite determined and repeated Japanese naval, air and land attacks, but by a series of offensive operations against strong enemy resistance, drove the Japanese from the proximity of the airfield and inflicted great losses on them by land and air attacks. For this service Wilson shared in the Presidential Unit Citation awarded the First Marine Division, Reinforced. Wilson also shared in a second Presidential Unit Citation awarded the Second Marine Division, Reinforced, for outstanding performance in combat during the seizure and occupation of the Japanese-held Atoll of Tarawa, Gilbert Islands, 20-24 November 1944. Advancing in spite of rapidly mounting losses, the Marines fought a gallant battle against crushing odds, clearing the limited beachheads of snipers and machine guns, reducing powerfully fortified enemy positions and completely annihilating the fanatically determined and strongly entrenched Japanese forces. This epic battle in the Central Pacific provided United States forces with strategic and important air and land bases from which to continue future operations against the enemy. Private First Class Robert Lee Wilson was killed in action while taking part in the capture and occupation of the Marianas Islands. He was awarded the Medal of Honor with the following citation:

"For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving with the Second Battalion, Sixth Marines, Second Marine Division, during action against enemy Japanese Forces on Tinian Islands, Marianas Group, on 3 August 1944. As one of a group of Marines advancing through heavy underbrush to neutralize isolated points of resistance, Private First Class Wilson daringly preceded his companions toward a pile of rocks where Japanese troops were supposed to be hiding. Fully aware of the danger involved, he was moving forward while the remainder of the squad armed with automatic rifles closed together in the rear, when an enemy grenade landed in the midst of the group. Quick to act, Private First Class Wilson cried a warning to the men and unhesitatingly threw himself on the grenade, heroically sacrificing

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORY SECTION



X-E182
.U5

82

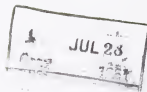
HISTORY OF USS ROBERT L. WILSON (DDE 847)

USS ROBERT L. WILSON (DDE 847) is named in honor of Private First Class Robert Lee Wilson, United States Marine Corps.

Robert Lee Wilson was born 24 May 1921, the son of Mr. and Mrs. Joe Wilson, 408 Davis Street, Centralia, Illinois. He enlisted in the Marines at Chicago on 9 September 1941 and after training at San Diego, joined the men of the First Marine Division 7-9 August 1942 in landing assaults against a number of strongly defended positions on Tulagi, Gavatu, Tanambogo, Florida and Guadalcanal, British Solomon Islands. His division completely routed all the enemy forces and seized a most valuable base and airfield. From that time until 9 December 1942, his Division not only held their important strategic positions despite determined and repeated Japanese naval, air and land attacks, but by a series of offensive operations against strong enemy resistance, drove the Japanese from the proximity of the airfield and inflicted great losses on them by land and air attacks. For this service Wilson shared in the Presidential Unit Citation awarded the First Marine Division, Reinforced. Wilson also shared in a second Presidential Unit Citation awarded the Second Marine Division, Reinforced, for outstanding performance in combat during the seizure and occupation of the Japanese-held Atoll of Tarawa, Gilbert Islands, 20-24 November 1944. Advancing in spite of rapidly mounting losses, the Marines fought a gallant battle against crushing odds, clearing the limited beachheads of snipers and machine guns, reducing powerfully fortified enemy positions and completely annihilating the fanatically determined and strongly entrenched Japanese forces. This epic battle in the Central Pacific provided United States forces with strategic and important air and land bases from which to continue future operations against the enemy. Private First Class Robert Lee Wilson was killed in action while taking part in the capture and occupation of the Marianas Islands. He was awarded the Medal of Honor with the following citation:

"For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving with the Second Battalion, Sixth Marines, Second Marine Division, during action against enemy Japanese Forces on Tinian Islands, Marianas Group, on 3 August 1944. As one of a group of Marines advancing through heavy underbrush to neutralize isolated points of resistance, Private First Class Wilson daringly preceded his companions toward a pile of rocks where Japanese troops were supposed to be hiding. Fully aware of the danger involved, he was moving forward while the remainder of the squad armed with automatic rifles closed together in the rear, when an enemy grenade landed in the midst of the group. Quick to act, Private First Class Wilson cried a warning to the men and unhesitatingly threw himself on the grenade, heroically sacrificing

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORY SECTION



#83

HISTORY OF USS TALUGA (AO 62)

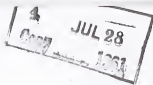
USS TALUGA (AO 62) is named for a river in Florida. She was built under a Maritime contract by the Bethlehem Steel Company, Baltimore, Maryland. She was launched 10 July 1944, under sponsorship of Mrs. Harvey Klemmer, and delivered to the Navy at the Norfolk Navy Yard on 25 August 1944. The fleet oiler was placed in commission that same day, Commander Hans M. Mikkelsen, USNR, in command.

TALUGA had her armament installed in the Norfolk Navy Yard and after shakedown training in the operating areas of the Virginia Capes, put to sea on 4 October 1944. She arrived in Saint Nicholas Bay, Aruba, Netherlands West Indies, on 9 October to load 8,997 barrels of aviation gasoline; 8,747 barrels of diesel oil, and 103,815 barrels of Navy special fuel oil. She transited the Panama Canal on 13 October and reached Pearl Harbor on the 26th. Here she unloaded her deck cargo, replacing it with torpedo warheads, acetylene cylinders, drums of lubricating oil and 600 sacks of mail. This deck cargo was delivered to Eniwetok Atoll on 6 November and she put to sea the next day for Ulithi, Western Caroline Islands. Arriving in that newly-won naval base on 11 November 1944, she reported to Service Squadron TEN for duty and became a station tanker for that port. During the following weeks she made rendezvous at sea with the Fast Carrier Task Forces and delivered fuel and aviation gasoline to sustain these forces in their devastating strikes on Luzon, Formosa and the China Coast. Among her customers were the light carrier INDEPENDENCE (CVL 22), the heavy aircraft carrier HANCOCK (CV 19), battleship WISCONSIN and cruisers PASADENA and WILKES-BARRE.

TALUGA was in Ulithi Harbor the early morning of 20 November 1944 when fleet oiler MISSISSINewa (AO 59) fully loaded (among other items) with over 400,000 gallons of aviation gasoline, was torpedoed and sunk at her berth in the lagoon with a loss of 50 officers and men. That fleet oiler was the victim of midget submarines, the forerunners of a new type of "human Torpedo" called by the Japanese "Kaiten" meaning "the turn toward Heaven."

TALUGA became a unit of the FIFTH FLEET on 27 January 1945 and left Ulithi astern on 8 February 1945 to provide logistic support to combat ships in the forward area to the northeast of the Marianas Islands where she fueled carriers, cruisers, battleships and destroyers engaged in the bitter struggle for Iwo Jima and the supporting carrier strikes on Tokyo. In addition to other fleet oilers, her replenishment group included sea-going tugs, provision ships, ammunition ships and escort aircraft carriers loaded with replacement aircraft for the Fast Carrier Task Force. Her replenishment group included 27 fleet oilers which delivered nearly three million barrels of fuel oil,

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORY SECTION



X-E182
.U5

#84

HISTORY OF SHIPS NAMED SAVANNAH

Four ships of the Fleet have been named SAVANNAH for the city and port of entry in the State of Georgia, situated on the Savannah River. The First European settlement was made here in 1733 by James Oglethorpe. During the Revolutionary War the Provincial Congresses were convened in Savannah, and in May 1778, the state legislature assembled in the city, remaining until Savannah was captured by the British in December 1778. General Wayne compelled the royal troops to evacuate Savannah in 1782 and the city was blockaded by the Union squadrons during the Civil War, until captured by General Sherman in his "March to the Sea", 21 December 1864.

The first SAVANNAH was a coastal galley built at Savannah in 1799. Authorized by Act of Congress approved 4 May 1798, it was intended that she be built and equipped by the Navy Department but operated under the war Department as a sort of Naval Militia. Her authorized complement was a captain, a lieutenant, a boatswain and 25 privates. She was armed with one 24 pounder gun and 5 or 6 brass howitzers. The galley had a length of 51 feet 9 inches, beam 15 feet 3½ inches; and depth in hold, 5 feet 1 inch.

The plan of operation for SAVANNAH proposed in the congressional act was not carried out. She was not only built and fitted out by the Navy but was under the command of a Navy officer, Captain John F. Randolph. The galley served as a harbor defense and militia training craft at Savannah, Georgia. She was sold in February 1802.

The second SAVANNAH was a wooden sailing frigate of 44 guns laid down in the New York Navy Yard in 1820. Her construction was slowed by alterations in design which included a rounding of her stern, the upper headrails being changed to straight rails, and the sheer was reduced at the bow and the stern. She remained on the stocks until launched on 5 May 1842. The frigate was completed the following year, having a length between perpendiculars of 175 feet, moulded beam of 45 feet, depth in hold 14 feet 5 inches, draft, 22 feet, speed of 13 knots; and a complement of 467 officers and men.

SAVANNAH was ready for sea in 1843 and served as Flagship of the Pacific Squadron from 1844-1847, during which time Captain John Sloat commanded her in assisting Fremont in the conquest of California. She returned to New York for repairs on 8 September 1847 and again served as Flagship of the Pacific Squadron during 1849-1852. She was repaired at Norfolk and stood out to sea from that port on 9 August 1853 to cruise for three years on the Brazil Station. She returned to New York from the coast of Brazil and was placed out of commission at New York on 27 November 1856.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF SHIPS NAMED GRIDLEY

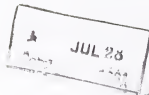
The guided missile frigate GRIDLEY (DLG 21) is the third ship of the fleet to be named in honor of Captain Charles V. Gridley, U. S. Navy.

Charles Vernon Gridley was born 24 November 1844 in Logansport, Indiana, the son of Franklin and Ann Eliza (Sholes) Gridley. He was descended from Thomas Gridley, an early member of the Massachusetts Bay Colony and was appointed to the Naval Academy from the State of Michigan on 26 September 1860. Shortly after graduation he reported on board the steam sloop-of-war ONEIDA of the West Blockading Squadron off Mobile, Alabama. Gridley distinguished himself "beyond all praise" during the Battle of Mobile Bay, 5 August 1864, when he had charge of the master's division and assisted in conning the ship from the topgallant forecastle. Promoted to Lieutenant on 21 February 1867, and to Commander on 10 March 1882, he spent the three decades following the Civil War on the South Pacific Station; the Great Lakes; European Station; Boston Navy Yard; as an instructor at the Naval Academy (1875-1879); in command of training ships JAMESTOWN and PORTSMOUTH; as light house inspector at Buffalo, New York; was on duty at the Washington Navy Yard; and commanded the receiving ship RICHMOND at the Philadelphia Navy Yard.

On 28 July 1897 Gridley took command of protected cruiser OLYMPIA, the flagship of Asiatic Squadron. He was a personal friend of Commodore George Dewey who assumed command of the Asiatic Station on 3 January 1898 and hoisted his flag in OLYMPIA. Not long after this time Gridley evidenced self-sacrifice and great courage in protesting a ruling which pronounced him physically unfit for active service and was permitted to retain command of the OLYMPIA despite the state of his health.

On 27 April 1898, OLYMPIA led the Asiatic Squadron out of Mirs Bay, China, bound for the Philippine Islands. The darkened squadron stole past the batteries on Corregidor and arrived off Manila Bay near daybreak of 1 May 1898. Admiral Dewey in his autobiography recounts: "At 5:40 when we were within a distance of 5,000 yards, I turned to Captain Gridley and said 'You may fire when you are ready, Gridley.' While I remained on the bridge with Lamberton, Brumby and Stickney, Gridley took his station in the conning tower and gave the order to the battery. The very first gun to speak was an 8-inch from the forward turret of the OLYMPIA, and this was the signal for all the other ships to join in the action." Having decided and taken the responsibility for beginning the action for the Battle of Manila Bay, Gridley personally conducted the gunfire from the conning tower of his protected cruiser throughout the battle which ended in the destruction of Spain's Philippine Fleet. Having no choice but accede to the findings of a medical survey, Gridley started home on

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORY SECTION



HISTORY OF SHIPS NAMED PERMIT

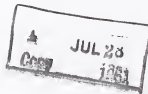
USS PERMIT (SS(N) 594) is the second ship of the Fleet to be named for a fish known scientifically as T. achinotus falcatus (pronounced Tra-kin-e-tis fal-kat-us) and often under the common name round pompano.

The Permit is abundant in the West Indies, ranging mainly from North Carolina to Brazil, inhabiting banks, cuts and inlets throughout its range. It feeds on small fishes, shrimps, small crabs and molluscs. An important food fish, the Permit has a body which is broadly ovate, bluish above and silvery below, the fins being bluish with lighter tips. It reaches one and one-half feet in length and a weight of about three pounds.

The first PERMIT (SS 178) was built by the Electric Boat Company of Groton, Connecticut. Her keel was laid 6 June 1935 and she was launched 5 October 1936, under the sponsorship of Mrs. Harold G. Bowen, wife of Rear Admiral Bowen, USN, Chief of the Bureau of Engineering, Navy Department. The fleet submarine was placed in commission at the U. S. Navy Submarine Base, New London, Connecticut, on 17 March 1937, Lieutenant Charles O. Humphreys, USN, in command.

PERMIT had a length overall of 300 feet seven inches; extreme beam, 25 feet 1 inch; standard displacement of 1,330 tons; submerged displacement, 1,997 tons; designed surface speed of 19.25 knots; submerged speed of 8.75 knots; a designed depth of 250 feet, and a designed complement of 5 officers and 45 men. Her original armament was six 21-inch torpedo tubes, one 3-inch .50 caliber gun, two .50 caliber machine guns and four .30 caliber guns. She carried eighteen 21-inch torpedoes.

PERMIT completed fitting out and engaged in local activity until 26 April 1937 when she left New London astern for shakedown training cruise which took her first to the U. S. Naval Academy, thence by way of Guantanamo Bay and Trinidad to the Canal Zone; Houston, Texas; New Orleans, Louisiana; and Jacksonville, Florida, in the order mentioned. Clearing the last named port on 15 June 1937, she sailed direct to Halifax, Nova Scotia, thence to Quebec and Montreal, Canada. She returned to the Portsmouth Navy Yard, New Hampshire on 3 July 1937 for post-shakedown overhaul which was followed by post-shakedown trials and training in the New London-Newport areas. On 29 November 1937 she departed Portsmouth for the Pacific. Touching at Guantanamo Bay, she transited the Panama Canal on 10 December 1937 and arrived in San Diego eight days later to base her operations out of that port as a unit of Submarine Division 14, Squadron Six. The following 22 months were spent in fleet tactics and maneuvers along the coast of southern California and fleet problems and maneuvers which found her in waters of the Aleutian Islands, Alaska, and Hawaii.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORY SECTION

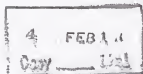
HISTORY OF SHIPS NAMED GOLDSBOROUGH

The guided missile destroyer GOLDSBOROUGH (DDG-20) is the third ship of the Fleet to be named in honor of Rear Admiral Louis M. Goldsborough, U. S. Navy.

Louis Malesherbes Goldsborough was born 18 February 1805 in Washington, D. C. He was the son of Charles Washington and Catharine (Roberts) Goldsborough. He was appointed a midshipman to date from 28 June 1812 but did not serve until 13 February 1816 when he reported ready for duty at the Washington Navy Yard. Goldsborough soon was ordered to the Boston Navy Yard where he joined sloop-of-war INDEPENDENCE. His long and varied service included duty in U. S. schooner PORPOISE of the Mediterranean Squadron. When the English merchant brig COMET in a convoy under protection of PORPOISE was captured by pirates in September 1827, Goldsborough led a four-boat night expedition which rescued that ship after a fierce fight in which 90 of the several hundred pirates were killed. He received the thanks of the British government and in 1830 was appointed the first officer in charge of the newly created Depot of Charts and Instruments at Washington. This depot, the rude beginning of the United States Navy Hydrographic Office, was established in accordance with a plan which Goldsborough himself had suggested to the Secretary of the Navy. It was Goldsborough who initiated the collection and centralization of instruments, books, and charts that were scattered among several navy yards. During this duty 1 November 1831 he was married to Elizabeth Gamble Wirt. Three children were born to them. Having served more than two years, he was relieved by Lieutenant Charles Wilkes.

In 1833 Goldsborough led a band of German emigrants to the Wirt's estates near Monticello, Florida. On leave from the Navy he commanded a steamboat expedition and later a company of mounted volunteers in the Seminole War. He then returned to the Navy, cruising in USS UNITED STATES in the Pacific, then had duty at Portsmouth, New Hampshire (1843-1846). The following year he served in ship-of-the-line CHIO who took station off Vera Cruz on 22 March and remained off the Mexican coast until 9 May. During this time Goldsborough participated in the bombardment of Vera Cruz and commanded a detachment of men in the expedition against Tuxpan. He was the senior naval officer of a commission which explored California and Oregon (1849-1850); was superintendent of the United States Naval Academy (1853-1857); and after serving the Washington Navy Yard, commanded the Brazil Squadron (1859-1861).

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF USS BOWERS (APD 40)

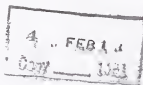
USS BOWERS (APD 40) is named in honor of Ensign Robert K. Bowers, U. S. Naval Reserve.

Robert Keith Bowers was born in Ellensburg, Washington, on 25 September 1915. He entered the U. S. Naval Reserve on 12 January 1940 and was appointed Aviation Cadet on 1 March 1940. After flight training at the Naval Air Station of Pensacola, Florida, he was commissioned Ensign on 11 February 1941. He joined Observation Squadron Two on board the battleship CALIFORNIA on 19 March 1941 and was killed in action during the Japanese attack on Pearl Harbor, 7 December 1941.

BOWERS was built as a destroyer-escort (DE 637) by the Bethlehem Steel Company of San Francisco, California. She was launched on 31 October 1943, under the sponsorship of Mrs. Eunice Bowers, mother of Ensign Robert Keith Bowers, USNR. The destroyer-escort was placed in commission on 27 January 1944, Lieutenant Commander Frederic W. Hawes, USN, in command.

BOWERS conducted shakedown training in local operating areas of San Diego, then stood out of San Francisco Bay on 31 March 1944, bound for the Hawaiian Islands. She entered Pearl Harbor on 6 April and spent a few days on the gunnery practice range before joining a convoy which she guarded by way of the Marshall Islands to Seeadler Harbor, Manus, Admiralty Island. She reached the last named port on 26 April 1944 and steamed out to sea on the 30th, rescuing 17 survivors of two planes which crashed into the sea. On 5 May 1944 she was underway from Seeadler Harbor to escort submarine SEA HORSE (SS 304) as far as Finschhafen, New Guinea. She then joined a part of the escort for nine merchant ships off Cape Cretin and saw them into Langemak Bay on the 24th. On 2 June 1944 she commenced the first of a series of convoy escort voyages between New Guinea, Wakde Island, and Bougainville, Solomons Island.

On 5 October 1944 BOWERS stood off the mouth of the Jaba River on Bougainville Island. She joined in the bombardment of pill boxes, a road block, and a boat landing to attract the enemy's attention while Army troops landed some three miles to the north, supported by aircraft. After destroying a floating mine off Treasury Islands, and searching for a reported enemy submarine in the approaches to Bougainville, she cleared Treasury Island on 2 October for Biak, New Guinea. She reached that island on 4 October and joined a group of Fleet oilers off Humboldt Bay for escort to the Philippines. She entered Surigao Straits on 23 October and continued to guard the fleet oilers throughout the Leyte Campaign. One of the group, fleet oiler ASHTABULA (AO 51), suffered damage on 24 October 1944 when two Japanese torpedo bombers came in at dusk, took advantage of

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OF 09B9)
SHIPS' HISTORIES SECTION

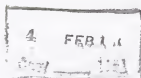
BRIEF HISTORY OF THE WESTERN FLOTILLA, LATER MISSISSIPPI SQUADRON

As naval operations on the western rivers were first deemed in the sphere of the Army, not the Navy, it fell to the War Department to order the first Union ironclads. Shortly after the surrender of Fort Sumter, Secretary of the Navy Gideon Welles referred proposals for building a fleet on western rivers to the War Department. Thus it came about that the construction of the Western Flotilla was authorized upon requisition of Lieutenant General Thomas A. Scott, with the approval of the Secretary of War, and under the direction of Commodore John Rodgers, U. S. Navy. The last named officer was ordered by Secretary Welles on 16 May 1861 to report to General George B. McClellan, United States Army, to assist in establishing a naval armament on the Mississippi River and its tributaries. He was to be given able assistance by Naval Constructor Samuel M. Pook.

Commodore John Rodgers, acting in conjunction with and subordinate to the Army, purchased three side-wheel steamers at Cincinnati and fitted them for service, the money being furnished by the War Department. They became the wooden steam gunboats TYLER, LEXINGTON, and CONESTOGA, nucleus of the great Mississippi River Fleet. During this same time, 1 June 1861, John Lenthall, Chief of the Bureau of Construction and Repair, Navy Department, since 1853, submitted to General Joseph G. Totten of the Army Engineer Corps, a plan for a wooden paddle steamer of 436 tons and five feet in draft, carrying four 8-inch guns, to serve as a basis for designing the river fleet. He advised the War Department to consult some western steamboat constructors and to rely on Naval Constructor Samuel M. Pook for any necessary modification of the plan. The Quartermaster General advertised for bids after this project was officially endorsed, and on 7 August 1861, awarded to James B. Eads, an expert on Mississippi River craft, the contract for seven gunboats which became the ST. LOUIS (later named BARON DE KALB), CARONDELET, CINCINNATI, LOUISVILLE, MOUND CITY, CAIRO and PITTSBURG. These wooden iron-clad gunboats were delivered to the Army on 5 December 1861. They had an overall length of 175 feet; beam of 50 feet; tonnage, 512; and each mounted thirteen guns in a casemate with sloping ends and sides. The hull, divided into fifteen water-tight compartments, enclosed a single paddle-wheel in the stern. Iron, two and a half inches thick, covered the sloping bow casemate and the inclined sides abreast of the engines, leaving more than half the topside unarmored. A conical armored pilot house later proved of little protection to many of the brave Mississippi pilots who lost their lives at the wheel. Meanwhile, under authority of General John C. Fremont, a snag-boat was fitted out by Eads on plans of his own, into the most powerful of the Western river iron-clads of 1862. She became the 1000-ton gunboat BENTON, mounting sixteen guns in a sloping casemate protected with three and one-half inches of

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

X-E102
.465

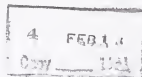


HISTORY OF SHIPS NAMED WARRINGTON

USS WARRINGTON (DD 843) is the third ship of the Fleet to be named in honor of Commodore Lewis Warrington, U. S. Navy.

Lewis Warrington was born in Williamsburg, Virginia, on 3 November 1872 and was appointed midshipman on 6 January 1800. He spent the last year of the Quasi-War with France in the West Indies on board the frigate CHESAPEAKE and cruised against corsairs of the Barbary Powers in the Mediterranean (1802-1807) on aboard the illustrious naval fighting ships, frigate PRESIDENT and brigs VIXEN and ENTERPRISE. Upon outbreak of the War of 1812, he was first lieutenant of frigate CONGRESS in the squadron of Commodore John Rodgers. He next took command of the sloop-of-war PEACOCK and sailed from New York on 12 March 1814 with supplies for the Naval Station at Saint Mary's, Georgia. He encountered off Cape Canaveral, Florida, 29 April 1814, the British brig EPEVIER, and after a sharp action of three-quarters of an hour, forced her to surrender with a loss ten times that suffered by his own ship. Warrington sent his prize into Savannah. Congress recognized his notable victory with the presentation of a gold medal and he received a gold-hilted sword from his native state of Virginia. On 4 June 1814 he cleared Savannah to swing off the Grand Banks of Newfoundland; along the coasts of Ireland and Spain; thence to the West Indies and back to New York where he arrived on 29 October 1814. During this cruise he captured fourteen enemy ships of various sizes, three of which were burnt, nine were sunk, and two were sent in as cartels. He sailed again in PEACOCK from New York on 23 January 1815 and passed around the Cape of Good Hope to cruise in the Indian Ocean where he captured three valuable prizes. On 30 June 1815, in the Straits of Sunda, he captured a 14-gun cruiser named NAUTILUS belonging to the East India Company. Upon learning from this prize that peace had been made, Warrington released her and started home. He arrived in New York on 30 October 1815. In the following year he commanded the MACEDONIA during a voyage to Cartagena, carrying Christopher Hughes who had been delegated to effect the release of American citizens imprisoned by the Spanish. He commanded JAVA (1819-1820) and GUERRIERE (1820-1821) in the Mediterranean Squadron. He then had duty at the Norfolk Navy Yard, before commanding the West Indian Squadron which was employed in the suppression of piracy. In 1826-1830 and again in 1840-1842, he was one of three commissioners of the Navy Board, charged with the administration of naval materiel. During the intervening decade he was commandant of the Norfolk Navy Yard. When the Navy Department was reorganized in 1842, he became Chief of the Bureau of Yards and Docks. In 1844, he was for a time, Secretary of the Navy, ad interim. He was made Chief of the Bureau of Ordnance in 1846 and held that office until his death, on 12 October 1851. The Secretary of the Navy in announcing his death in general orders, stated: "Commodore

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



HISTORY OF U. S. GUNBOAT ST. LOUIS, LATER NAMED BARON DE KALB

USS ST. LOUIS (later named BARON DE KALB) was one of seven iron-clad steam gunboats built for the War Department in accordance with a contract dated 7 August 1861, between James B. Eads, St. Louis, Missouri, and Brigadier General Montgomery C. Meigs, Quartermaster General of the War Department, acting for the United States Government. Orders were given on 29 October 1861 to name the three gunboats building at Cairo, Illinois, the MOUND CITY, CINCINNATI and CAIRO, respectively as they were launched; and, those building at St. Louis, Missouri, the ST. LOUIS, CARONDELET, LOUISVILLE and PITTSBURG. The commanding officers of the gunboats and some members of the crew were furnished by the Navy. Other crew members were detailed from the volunteer Army. The greater part of the armament and ordnance was furnished by the Ordnance Department of the Army, but a large part of the guns and ammunition was supplied by the Navy Department.

ST. LOUIS was launched 12 October 1861 and all seven of the "Eads Gunboats" were delivered to the War Department on 5 December 1861. Classed as a stern wheel casemate gunboat, she had a length overall of 175 feet; beam, 51 feet 2 inches; tonnage, 512; a speed of nine miles-per-hour; and a complement of 251 officers and men. Her original armament was two 8-inch smooth bore guns; four 42-pounder rifles; and seven 32-pounder smooth bore guns. Her sloping bow casemate and inclined sides abreast her engine were protected by three and a half-inch iron plating, leaving more than half her topsides unarmored. A conical-shaped armored pilot house offered slight protection against heavy guns.

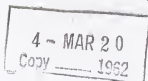
Lieutenant Leonard Paulding, USN, took command of ST. LOUIS, a unit of the Western Gunboat Fleet under Flag Officer Andrew H. Foote, U. S. Navy, who acted in conjunction with and subordinate to the Army. On 10 January 1862 she steamed down river with iron-clad gunboat ESSEX to protect the advance of troops under General McClernand. The next day the two gunboats exchanged shots at long range with three Confederate steamers at the head of Lucas's Bend, having the satisfaction of seeing their shells explode on the enemy's decks and driving them in a crippled condition behind the Confederate defenses on the Iron Bank, above Columbus, Kentucky.

On 6 February 1862 ST. LOUIS poured a destructive fire on Fort Henry, on the Tennessee River. With three other iron-clad gunboats, she presented only her bow guns to the enemy to avoid exposure of vulnerable parts of herself. Seven heavy shells of the Confederate guns struck her casemate with no effect, but iron-clad ESSEX was put out of action by a shell which penetrated her boilers, scalding 29 of her officers and men. The wooden gunboats LEXINGTON, CONESTOGA and TYLER also gave a good account of

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

X-E182

.U5 #92



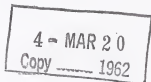
HISTORY OF USS HERKIMER (AK 188)

USS HERKIMER (AK 188) was named for a county in New York and built by the Walter Butler Shipbuilding, Incorporated, of Superior, Wisconsin. She was launched on 2 July 1944 under the sponsorship of Miss Ann Farley, daughter of the James A. Farley. The cargo ship was commissioned at New Orleans on 14 July 1945, Lieutenant Carlton W. Crocker, Jr., USNR, in command.

HERKIMER arrived in Galveston the morning of 21 July 1945 for alterations in the Todd-Galveston yard and thence to Gulfport, Mississippi, where she loaded cargo destined for the Pacific. She put to sea on 22 August and set course through the Panama Canal directly for the Philippine Islands. HERKIMER arrived in Subic Bay on 7 October 1945 and her refrigerated cargo was unloaded by stevedores. On the 13th she left the Philippines astern with a cargo of Army equipment, cement and beer for the occupation forces in Japan. She arrived in Sasebo, Japan, on 20 October 1945 to unload her cargo and shifted to the Yokosuka Naval Base on 2 January to strip her Navy gear in preparation for operations under the Supreme Allied Commander of Allied Forces in Japan. On 16 January 1946 she arrived in Yokohama where a week later, Japanese Merchant Captain Genrokuro Matsukita reported on board for instruction with five officers and forty-four merchant seamen. HERKIMER was decommissioned on 1 February 1946 and turned over to the Japanese merchant crew for operations under the Supreme Allied Commander in Japan. She was thus a unit under the jurisdiction of the United States Army until 1 July 1950 when she was reinstated on the United States Navy List of Ships as USNS HERKIMER (T-AK 188) for operations by the Military Sea Transportation Service. Throughout her career as USS HERKIMER (AK 188), 14 July 1945 through 1 February 1946, she was under command of Lieutenant Carlton Crocker, Jr., USNR.

HERKIMER (AK 188) earned the Navy Occupation Service Medal (Asia) for service during 18 October 1945-1 February 1946.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION



#93

HISTORY OF USS MAUNA LOA (AE 8)

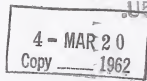
USS MAUNA LOA (AE 8) is named for a volcano in Hawaii. She was built by the Tampa Shipbuilding Company of Tampa, Florida. She was launched 14 April 1943, under the sponsorship of Mrs. Robert E. Friend, wife of the President of the Nordberg Manufacturing Company of Milwaukee, Wisconsin. The ammunition ship was placed in commission 27 October 1943, Commander George D. Martin, USN, in command.

After a brief shakedown in the Chesapeake Bay MAUNA LOA took aboard her first cargo of ammunition, at the Naval Operating Base, Norfolk, Virginia, some 5,600 tons, and joined a convoy bound for the Pacific. While nearing Panama in the early dawn of 26 December 1944, the officers and men had what was for many of them their first experience of enemy action, fortunately at second hand. Just before sunrise during morning General Quarters the surface lookouts sighted a large merchant tanker proceeding unescorted about five miles astern. Suddenly the rangefinder operator observed a large explosion on the bow of the tanker. A message was received a few moments later reporting that the tanker had been torpedoed in the forward peak tank but required no assistance, and some hours after MAUNA LOA she made port.

After transiting the Canal, MAUNA LOA proceeded independently to San Francisco, and then on 10 January 1944, set sail for Pearl Harbor. On the second day out she ran into a heavy gale. Several ready service boxes at No. 2 gun were carried away by breaking seas. On the third day out an ominous movement of the cargo was detected: mines and heavy projectiles were beginning to work loose from the shoring. MAUNA LOA was immediately hove to, and after a hard struggle the cargo was secured.

After battling the storm for a week, MAUNA LOA finally made Pearl Harbor, where she remained for fifteen days, discharging and taking on ammunition. On 1 February 1944, she started her first mission into enemy waters. Her destination was the Marshall Islands, where the initial landings were about to commence, and ammunition was urgently needed. Forcing better than sixteen knots out of her twin diesel engines, she made the run escorted by the destroyer escort MANLOVE in seven days. There she immediately began to rearm the fleet. In the space of a few days she replenished the COLORADO, TENNESSEE, PENNSYLVANIA, NEW MEXICO, IDAHO, MISSISSIPPI, PENSACOLA, INDIANAPOLIS, SALT LAKE CITY, LOUISVILLE, CHESTER, PHELPS, BILOXI, THRATHEN, LCT's 164 and 350, as well as loading several lighters with reserve supplies.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION



#94

HISTORY OF USS IWO JIMA (LPH 2)

USS IWO JIMA (LPH 2), first of a new class of amphibious assault ships, is named in commemoration of the strategic capture of Iwo Jima in February 1945 by our gallant and brave Marines.

After the Philippine campaign was under way and its prognosis was promising, the Allies felt that it was time to take another step toward the homeland of Japan. Two islands of critical importance stood between Allied territory and Japan, these islands would have to be taken -- Iwo Jima and Okinawa. In addition to moving American air power 600 miles closer to Japan, friendly fighters could escort our bombers over the target. By the same token, Japanese bomber attacks from those two islands against the Marianas would be prevented.

The Fifth Amphibious Corps, comprising the 3rd, 4th, and 5th Marine Divisions, now commanded by Major General Harry Schmidt, received the assignment of taking Iwo Jima. General Schmidt proposed to land on 19 February 1944 over the southeastern beaches with two divisions in the attack and the 3rd Marine Division in floating reserve. One regiment would take Mount Suribachi to the south and the rest of the two divisions would battle their way to the north. They expected to fight the toughest battle thus far in the Pacific. This expectation was fulfilled.

It was on the morning of D-plus four that Colonel Harry B. Liversedge's 28th Marines took Mount Suribachi. While a brief fire fight for possession of the summit was in progress, a group of Marines located a length of iron pipe. To this was attached a small American flag, and the Stars and Stripes were raised on Iwo Jima. Shortly after this a larger flag was obtained from a ship, and Associated Press photographer Joe Rosenthal took the inspiring picture that has been used as a symbol of Americanism and freedom throughout the world.

Early in the morning of D-plus three the veteran 3rd Marine Division moved into line to relieve elements of the battered 4th. Casualties continued to mount as the campaign entered the fourth week, but by D-plus 25 the last pockets of resistance had been bottled up in the northwestern end of the island. On that date, 16 March 1945, the island was officially declared secure.

The savage struggle at Iwo had proven that, given control of the surrounding skies and seas, the amphibious forces of the U. S. Navy and Marine Corps could seize any objective, regardless of the power or the stubborn resistance of the defenders. Probably the most fitting tribute to the men who fought on Iwo was expressed by Admiral Chester W. Nimitz when he said, "Among the Americans who served on Iwo Island uncommon valor was a common virtue."

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP #939)
SHIPS' HISTORIES SECTION

4 - MAR 20
Copy _____ 1962
X-E182
U5 #95

HISTORY OF USS TONKAWA (ATA 176)

TONKAWA (ATA 176) is named for the prominent Tonkawa Indian Tribe, forming the Tonkawan linguistic family, which, during most of the 18th and 19th century, lived in central Texas.

The Tonkawa were warlike wanderers who lived chiefly on game, principally buffalo. They were fine horsemen and lived in scattered villages of skin tepees which they moved according to the direction of their chiefs or the demands of the chase. In 1884 only 92 of the tribe were left and these were assigned to a reservation near Ponca, Oklahoma.

TONKAWA (ATA 176) was built by the Livingston Shipbuilding Company of Orange, Texas. Her keel was laid on 30 January 1944 and she was launched on 1 March 1944 by Mrs. R. F. Parker, wife of Lieutenant Commander Parker, U. S. Navy. The auxiliary ocean tug was commissioned on 19 August 1944, and after shakedown operations, joined the U. S. Pacific Fleet at the Panama Canal on 21 September. Routed onward across the Pacific she provided towing service and logistic support to the Seventh Fleet in waters of Hawaii and other Pacific Island Bases until the close of World War II.

TONKAWA provided towing and other logistic support to the occupation forces in waters of Japan and China from 25 October 1945 to 1 November 1945. She then was routed to Pearl Harbor, Hawaii, where she was decommissioned on 26 July 1946 and placed in service for towing and harbor duties in the Hawaiian area. Manned by a civilian crew, she continued to base at Pearl Harbor until 24 May 1956 when she was placed out of service, in reserve. Her name was stricken from the Navy Register of Ships on 1 August 1961 and she is scheduled for transfer to the Republic of China on 20 March 1962 under terms of the Military Assistance Program.

TONKAWA earned the Navy Occupation Service Medal (Asia) for service during 25 October to 1 November 1945.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

X-E182
J5
4 - MAR 20
COPY ----- 1962
#96

HISTORY OF SHIPS NAMED KITTY HAWK

USS KITTY HAWK (CVA 63) is the second ship of the Fleet to be named for the site of the first successful airplane flight by the Wright Brothers at Kitty Hawk, North Carolina on 17 December 1903.

The first KITTY HAWK, the former SS SEATRAN NEW YORK, built in 1932 by the Sun Ship Building and Dry Dock Company of Chester, Pennsylvania, was owned and operated by Seatrain Lines, Incorporated, until acquired by the Navy on 25 June 1941. She was converted to an aircraft transport by the Tietjen and Land Dry Dock Company of the Todd Shipyards Corporation at Hoboken, New Jersey.

KITTY HAWK (APV 1) was commissioned at the New York Navy Yard, 26 November 1941, with Commander E. C. Rogers, USN, assuming command. After shakedown training in the area of the Chesapeake Bay, she sailed from New York on 16 December enroute to the west coast. She transited the Panama Canal, 23 December 1941 and after discharging motor torpedo boat spares at Balboa, departed 1 January for San Francisco arriving 10 January 1942. Under heavy escort, she sailed in convoy for Pearl Harbor, 8 February, discharging cargo at the Army Dock at Hickam Field, and in the city of Honolulu. From 25 February to 30 March she made an additional trip from Honolulu to the United States and return.

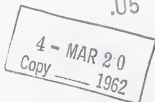
On 1 April 1942, KITTY HAWK was assigned to Commander Service Force, Pacific, and her first assignment was a voyage to San Francisco, thence to San Diego, returning to Pearl Harbor 17 May 1942. Word was received of the Japanese Fleet on the move toward the Hawaiian Islands by 23 May and KITTY HAWK took departure at top speed with men and equipment of the Third Marine Defense Battalion for reinforcement of Midway, arriving the evening of 26 May 1942. Her passengers and cargo were unloaded by the morning of 29 May when she sailed for Pearl Harbor, arriving 1 June 1942. The historic Battle of Midway reached a climax, 5 June 1942, with the announcement of the American victory. From 5 June to 31 July, she made another voyage from Pearl Harbor to San Diego and return. On 8 August 1942, she commenced loading men of the Second Echelon of the 23rd Marine Air Group and their equipment which included forty planes.

On 15 August 1942 KITTY HAWK took departure from Pearl Harbor, arriving at Port Vila, Efate, New Hebrides Island on 28 August 1942. She moored alongside LONG ISLAND for a unique operation in which 40 planes from KITTY HAWK were transferred to LONG ISLAND then catapulted and flown directly to the Solomon Islands fighting. In mooring alongside, KITTY HAWK had to be

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

X-E182

.U5



HISTORY OF WESTCHESTER COUNTY (LST 1167)

#97

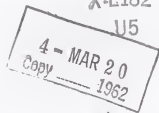
USS WESTCHESTER COUNTY (LST 1167) is named for a county in Southeastern New York. She was built by the Christy Corporation of Sturgeon Bay, Wisconsin, and launched 18 April 1953, under the sponsorship of Mrs. Robert E. Wood, wife of General Robert E. Wood, Chairman of the Board, Sears Roebuck and Company. The tank landing ship was placed in commission as LST-1167 at New Orleans on 10 March 1954, Lieutenant Commander Leamond F. Lacy, USN, in command.

LST-1167 departed New Orleans on 8 April 1954 and reached the U. S. Naval Amphibious Base at Little Creek, Virginia, on the 14th. The remainder of the year was spent in amphibious warfare exercises in the Chesapeake Bay with Marines embarked. On 14 February 1955 she sailed from Little Creek to embark 205 Marines along with tracked landing vehicles at Morehead City, North Carolina. She then put to sea for San Juan, Puerto Rico, before making her way through the simulated minefields on 4 March to land the Marines on "White Beach" of Viques Island, Virgin Islands. She returned to Little Creek from this training cruise on 17 March; again sailing on 11 April 1955 to embark 152 Marines for Amphibious Warfare Maneuvers at Viques Island, shifting to San Juan on the 27th and landing her Marine passengers and vehicles in Morehead City on 5 May 1955.

LST-1167 returned to Little Creek on 6 May 1955 for operations which included a visit to the Boston Naval Shipyard (14-17 June) and assault landing exercises with embarked Marines in the Chesapeake Bay area and along the eastern seaboard to Onslow Beach, North Carolina; and Savannah, Georgia. During this service, effective 1 July 1955, she was named WESTCHESTER COUNTY (LST 1167) for Westchester County, New York.

WESTCHESTER COUNTY departed Little Creek on 11 January 1956 to load ninety vehicles at Morehead City, thence to Blue Beach on the southern coast of Viques Island where she landed her cargo on the 19th. After amphibious assault exercises off Culebra, Virgin Islands, she made liberty calls at San Juan; Puerto Rico; Kingston, Jamaica; and Guantanamo Bay, Cuba. She returned to Norfolk on 6 February 1956 and made another training cruise to the Caribbean (20 Feb-24 Mar), carrying men and vehicles of Marine Amphibious Group 31. This duty was followed by a Fourth of July visit to Yonkers, New York; and operations which included calls at Trenton, New Jersey; and the Naval Gun Factory, Washington, D. C. The period 21 September-16 November 1956 was spent in overhaul status in the yard of the Brewer Dry Dock Company of Staten Island, New York. Operations in local areas of Little Creek were resumed until 28 February 1957 when she again arrived to embark troops and gear at Morehead City to participate in Amphibious Assault Landing Exercises in waters of Cuba, Puerto Rico,

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION



98

HISTORY OF USS PUGET SOUND (AKV 13) (Ex-CVE 113)

USS PUGET SOUND is named for Puget Sound, Washington, a deepwater inlet of the Pacific Ocean extending from Juan de Fuca Strait about a hundred miles south to Olympia. It is navigable for large ships. Admiralty Inlet, entry and northernmost part of Puget Sound, branches into Hood Canal, a west arm. Many branches of the Sound receive streams from Cascade Range. The cities of Seattle, Tacoma and Everett on the Eastern shore and Port Townsend at the entrance, are outlets for a rich industrial and agricultural area. The Puget Sound lowland, including the broad trough extending south from the Sound, is Washington state's most densely-populated region. The Sound contains a number of islands, the largest of which is Whidbey Island. The Sound was explored and named by Captain George Vancouver in 1792.

PUGET SOUND (CVE 113) was built by the Todd-Pacific Shipyards, Incorporated, Tacoma, Washington. She was launched on 30 November 1944, under the sponsorship of Mrs. Bert A. Teats of Sheridan, Oregon, whose only son, Ensign Grant Wayne Teats, U. S. Navy, lost his life while serving as a pilot of Torpedo Squadron EIGHT on board the famed aircraft carrier ENTERPRISE (CV 6). He was posthumously awarded the Navy Cross for extraordinary heroism in action against enemy forces in the historic Battle of Midway. The escort aircraft carrier was placed in commission on 18 June 1945, Captain Charles F. Coe, USN, of Springfield, Illinois, in command.

PUGET SOUND spent ten days fitting out and got underway on 28 June to conduct speed trials on the Navy Trial Course near Vashon Island, Washington, before anchoring in Elliot Bay, Seattle, the afternoon of the 29th. After degaussing runs off Point Jefferson and changes in her catapult equipment in the Puget Sound Naval Shipyard, she loaded aerial bombs at Port Townsend, Washington. She put to sea on 6 July and arrived at the Naval Air Station, Alameda, California, on the 8th to take on aviation supplies, gasoline and equipment small parts. Shifting to San Diego on the 10th, she moored at the Naval Air Station, North Island, to embark the men of Marine Carrier Aircraft Service Detachment SIX. Shakedown operations in local areas followed until 19 July when she embarked Marine Air Group SIX, consisting of Torpedo Bombing Squadron 454, with twenty officers and 46 men; and Marine Fighting Squadron 321, with thirty-two officers and 9 men. Six medium torpedo bombers and ten fighters were loaded on board for use of the air group.